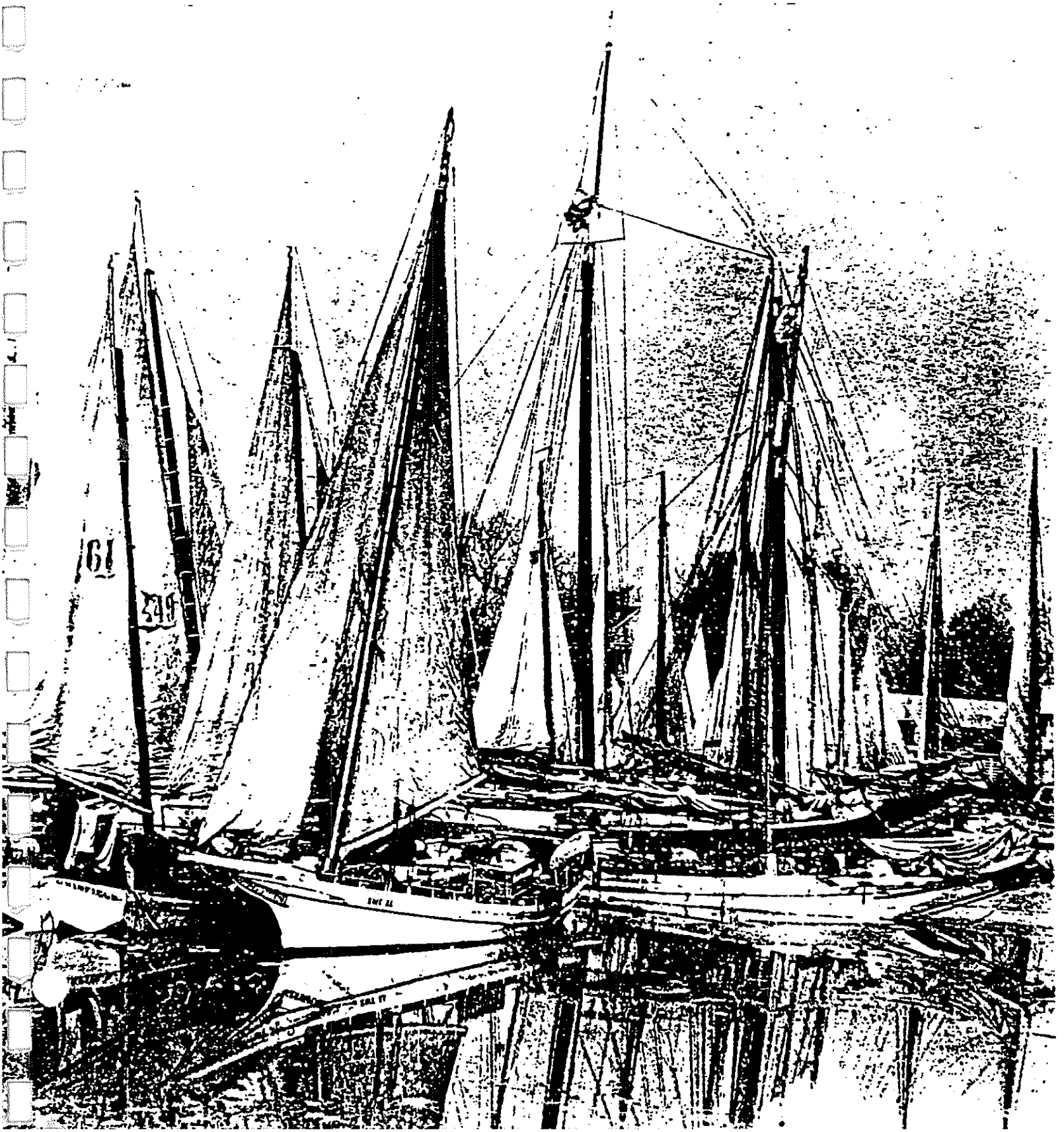
THE MARYLAND SKIPJACK FLEET:
A MODEL PRESERVATION PLAN



THE MARYLAND SKIPJACK FLEET:

A MODEL PRESERVATION PLAN

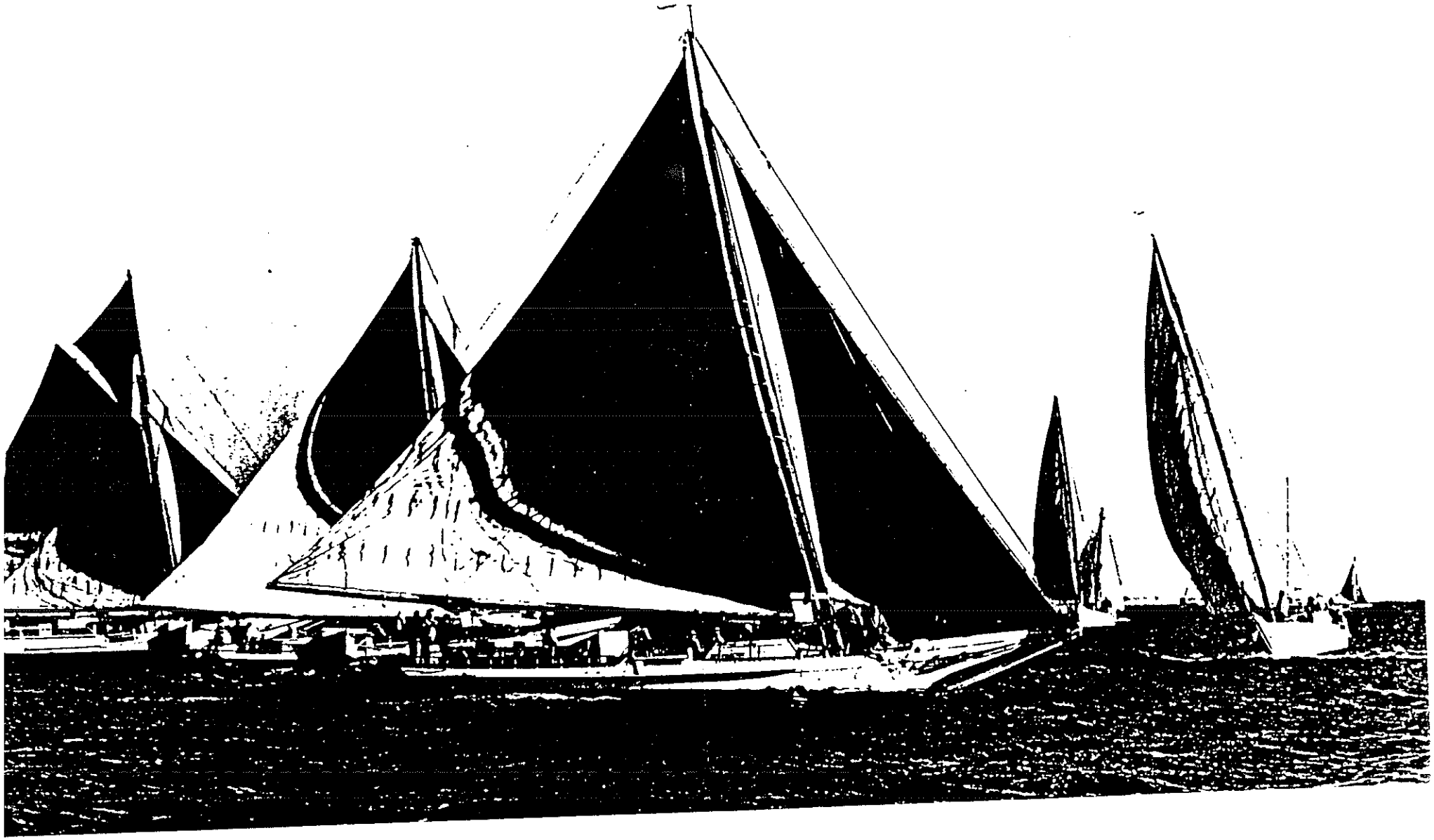
Prepared by:

The Maryland Historical Trust
Division of Historical and Cultural Programs
Department of Housing and Community Development

Jacqueline H. Rogers
Secretary of Housing and Community Development

J. Rodney Little
Director-State Historic Preservation Officer

December 1988



PRECEDING PAGES: Skipjacks, by Marion E. Warren. Photo courtesy of the Maryland State Archives, Marion E. Warren Collection, MdHR G 1890-2158.

TABLE OF CONTENTS

A Letter From Governor Schaefer v

A Letter From Marcia Myers vii

Acknowledgements ix

Executive Summary and Recommendations xi

Section I - History and Context 1

Section II - Definition of Problems Facing the Fleet 8

Section III - Physical Survey of the Skipjacks 18

Section IV - Solutions 72

GOVERNOR'S LETTER

National Trust for Historic Preservation

The National Trust for Historic Preservation's Critical Issues Fund is a unique grant program that enables the National Trust to respond to important preservation problems by assisting in the development of innovative solutions with broad applicability.

Targets for Critical Issues Fund assistance include endangered classes of resources: types of historic resources that share common and acute problems as well as physical characteristics. The skipjack fleet of the Chesapeake Bay is just such a class of endangered resources. The last surviving commercial sailing fleet in the United States, the skipjacks are at risk because of a combination of circumstances: the diminishing economic return from oyster dredging, the increasing maintenance requirements associated with older wooden vessels, and the high cost of insurance.

The National Trust for Historic Preservation has provided assistance to the Maryland Historical Trust because, first, it finds the skipjack fleet to be a unique class of resources highly worthy of preservation. In addition, the Maryland Trust's comprehensive, economically based approach to the problem is an appropriate one, and its planning approach commendable.

We hope the solutions devised by the Maryland Historical Trust will, indeed, save the skipjacks. We hope as well that the approaches employed by the Maryland Trust will be useful to those concerned about other working, historic vessels that, like the skipjacks, help preserve America's ties to her maritime origins.

Marcia Myers
Vice President
Maritime Preservation

1785 Massachusetts Avenue, N.W.
Washington, D.C. 20036
(202) 673-4000

ACKNOWLEDGEMENTS

This project was funded in part by a Critical Issues Fund grant from the National Trust for Historic Preservation and in part by financial assistance provided through the Historic Preservation Fund of the U.S. Department of the Interior. These funds matched state monies provided by the Maryland Historical Trust, the state's official historic preservation agency, which functions as a unit of the Division of Historical and Cultural Programs within the Department of Housing and Community Development. However, the contents and opinions expressed in this report do not necessarily reflect the views or policies of the Department of the Interior.

The authors are indebted to various organizations and individuals, who provided expert counsel and advice as the report was formulated. As with any effort to craft a preservation partnership, there are many to thank:

The Maryland Historical Trust Board of Trustees, Mrs. Walter E. Black, Chairman

Members of the Skipjack Resource Group

Marcia Myers, Vice President for Maritime Preservation, and Lynn Hickerson, National Trust for Historic Preservation

Constance Beaumont, Program Officer, Critical Issues Fund, National Trust for Historic Preservation

Mr. Harry Clay Hull III, President, and Glen A. Thomas, Vice President, and Officers and Board of Chesapeake Appreciation Days, Inc.

Bruce Gilmore, Intergovernmental Relations, and Chris Judy, Tidewater Administration, Department of Natural Resources

Dr. Ralph Eshelman, Director, Ms. Paula Johnson, Curator of Maritime History, and Mr. Robert Hurry, Photograph Cataloguer, Calvert Marine Museum

Mr. John Valliant, Director, Chesapeake Bay Maritime Museum

Mr. Buddy Harrison

Captain Ed Farley

Captain Stanley Larrimore

Captain Charles Abbott II

Mrs. Betty Duty, Administrative Assistant, The Maryland Watermen's Association, Inc.

Mr. Frederick E. Hecklinger, Marine Surveyor

Mr. Thomas P. Raimondi, Associate Deputy Commissioner, Insurance Division, Department of Licensing and Regulation

Mr. Bill Sieling, Chief of Seafood Marketing, Department of Agriculture

Ms. Ann M. Cibulskis, Director, PAS Answer Service, American Planning Association

Ms. Mame Warren, Curator of Photographs, Maryland State Archives

Mr. Grant Dehart, Executive Director, Maryland Environmental Trust

Mr. Withers Davis, Assistant Vice President of the Marine Department, Alexander and Alexander

The authors are also indebted to a variety of other Maryland Historical Trust staff members, who assisted in editing and production of this report. Our thanks to: Nancy Kurtz, Graphic Designer/Illustrator, Office of Survey and Registration; Pamela James Blumgart, Editor/Writer, Office of Community Education; Martha Coffin, Administrative Aide, Office of Management and Planning; and Lucinder Brown, Administrative Assistant, Office of Preservation Services. Special thanks also go to Rita Brunner, Grants Coordinator, and Richelle Thomas, Fiscal Analyst, who provided capable financial and administrative support to this project.

To all who helped craft this plan, to help ensure the future of one of Maryland's most significant historic resources--the Chesapeake Bay Skipjack Fleet--we thank you sincerely.

Charity V. Davidson
Mark R. Edwards
William J. Pencek

EXECUTIVE SUMMARY AND RECOMMENDATIONS

In March 1988, Maryland Governor William Donald Schaefer and the Board of Trustees of the Maryland Historical Trust (MHT), an agency of the Department of Housing and Community Development and the State Historic Preservation Office for Maryland, directed MHT staff to study the deteriorating physical condition of Maryland's skipjack fleet and to identify and evaluate possible solutions to the problem of the fleet's decline. This fleet, consisting of 36 vessels--23 of which are listed on the National Register of Historic Places--is the last remaining sail powered commercial fishing fleet in the United States.

The study was undertaken with a combination of state funds and a federal matching grant from the National Trust for Historic Preservation's Critical Issues Fund. These monies were used, in part, to contract for the services of a marine surveyor, selected for his knowledge about and longtime familiarity with the skipjacks and their condition. Equally key to the project were the meetings with the skipjack captains themselves and the creation of the Skipjack Resource Group (SRG), a volunteer task force made up of a broad array of bureaucrats, skipjack owners and operators, maritime-oriented educational institutions and museums, conservation organizations, representatives of the banking and insurance industries with expertise in marine issues, and members of MHT's Board of Trustees. The report which follows is the result of this study, identification, and evaluation effort.

The report is organized into four major sections:

History and Context--This section discusses the development of the skipjack itself, provides information on oyster harvesting trends, outlines MHT's role and that of the Maryland Historical Society in a 1983-84 survey of the fleet that resulted in its listing in the National Register of Historic Places in 1985, and provides an overview of the state's efforts to keep the vessels together as a fleet on the Bay.

Definition of Problems Facing the Fleet--This section outlines the problems endemic to the skipjacks themselves (e.g., physical deterioration, maintenance needs, retention of original historic features and materials during the preservation process, etc.) as well as external factors affecting the fleet (e.g., the decline of the Bay, dwindling oyster harvests, future harvest trends, optional non-traditional uses of the vessels, etc.).

Physical Survey of the Skipjacks--This section consists of survey reports on the current physical condition of 23 individual skipjacks undertaken by marine surveyor Frederick E. Hecklinger. This survey updated the findings of the 1983-84 survey and provided baseline data on costs to repair and maintain these historic vessels.

Solutions--This section of the report details options for meeting the problems facing the fleet.

Maintenance options include creation of a direct state grant or loan program to defray maintenance costs; establishment of a cooperative agreement with the City of Baltimore to use the proposed "Maryland Maritime Institute"--where young people will be trained as shipwrights--to perform annual repairs on skipjacks; development of an "Adopt a Skipjack" campaign, which would raise funds from Maryland corporations to assist in preservation; publicity about Chesapeake Appreciation, Inc.'s "skipjack preservation fund" to raise private, tax-deductible donations for preservation; creation of a "Maintenance Trust Fund" in which the level of support to owners might be tied to their participation in heritage/educational activities and personal financial commitment to the maintenance of their vessels. A variety of private and public funding options are possible.

Insurance options reviewed include creation of a group plan for skipjack captains to lessen the increasing difficulty in obtaining liability insurance at reasonable rates; creation of a

"P&I" (protection and indemnity) mutual club where all members own the "company" and thus share in profits or losses; expansion of the State of Maryland's insurance policy for its own vessels, to include the Skipjack Fleet; passage of legislation to limit liability for captains/boat owners; creation of a special fund, such as the Maryland Automobile Insurance Fund; and creation of a subsidy program through which the state would join skipjack captains in paying premiums.

Land Use Issues options, involving future implementation of an array of tools to better support Maryland's maritime "way of life" and its businesses, include implementation of maritime zoning to support retention of fishing and support businesses; and modifications to state and local tax assessments, to base them on present maritime use rather than potential for development.

Alternate Uses--non-traditional owners and uses of the skipjacks--include museum displays; use by educational institutions (similar to efforts at Echo Hill Outdoor School); use of the skipjacks as tourist attractions, and programs accepting passengers similar to the New England "dude boats."

RECOMMENDATIONS

Maintenance and Repair:

Establish "Skipjack Preservation and Maintenance Loan Trust Fund"

Restoration Component of Trust Fund: It is the consensus of the Skipjack Resource Group (SRG) that the Skipjack Fleet--important as a collection of historic vessels still working in a traditional manner--should, if at all possible, be preserved in its entirety. In addition, all vessels, dredging and non-dredging, should be brought up to a "minimum acceptable level of preservation" in order for any meaningful maintenance program to be successful. Based on data generated by the marine surveyor, the State of Maryland would need to provide a total of $900,000 in FY 1990 for restoration of 50% (18 vessels) of the extant Chesapeake Bay Skipjack Fleet (total of 36 vessels--23 on

National Register, 13 non-historic). This cost is based on a median estimated cost of $50,000 per vessel, as recorded by the marine surveyor (low estimate $15,000/vessel; high estimate $80,000/vessel). This cost assumes materials procured by and work performed in commercial shipyards.

In FY 1991, a replenishment of $990,000 (includes 10% inflation factor) would be needed to restore the balance of the fleet (second 18 vessels). It is envisioned that this fund would be administered jointly by the Maryland Historical Trust and a designated 501(c)(3) organization, such as Chesapeake Appreciation, Inc. or the Chesapeake Bay Foundation.

It is recommended that assistance take the form of a loan, rather than a grant in order to recognize the captains' concerns about the continued costs of operating and maintaining such vessels, address political realities about the form in which state assistance is provided, and ensure the preservation program fulfills the state's responsibility for significant public benefit (through such tools as preservation easements, for example). Loans made under this program, and the maintenance fund described below should carry provisions for forgiveness of both interest and principal over the life of the loan. Such forgiveness would be pegged to the captain/owner's meeting certain specified conditions over the life of the loan. Loan amounts, interest rates, and amount of forgiveness would be proportional to the amount of non-state funds already spent by an individual captain/owner to maintain a vessel, participation in educational programs/activities that offer significant public benefit, and continued use as active dredge boats. Such an approach gives preference to vessels actively dredging, but does not preclude assistance to vessels with non-traditional owners or uses.

Communications between SRG members, MHT staff, and representative skipjack captains indicate it is highly unlikely the majority of owners/operators would utilize this program if it does not provide the possibility of substantial forgiveness.

Maintenance Component of Trust Fund: Based on an average

annual upkeep cost of $7,000 per vessel, an income-producing trust fund would need to be established that would yield $256,000 per year to cover the cost of maintaining the entire fleet of 36 vessels.

The State would need to make a one-time appropriation of $1.28 million into an income-producing trust fund. (A yield of $256,000 is premised on a return on investment of 10% per year). Total state funds would be contingent upon a 50% match of non-state funds, including corporate support (an "Adopt a Skipjack" Program, based on the highly successful San Francisco cable-car model) and state application to the National Trust for Historic Preservation for a Preservation Loan.

In order to be eligible for these funds, vessels would first have to be restored to a level prescribed by the MHT. Other basic selection criteria include: licensed and actually dredging; participation in educational/public outreach efforts (such as the Chesapeake Bay Foundation's operation of the Stanley Norman); participation in tourism events highlighting Chesapeake Bay life, heritage, and traditions (such as Chesapeake Appreciation Days and the Deal Island Labor Day Races).

Obtain FY 1990 State Funding for Proposed Maryland Maritime Institute

In order to significantly lower some restoration and maintenance costs, the State would contract with the Maryland Maritime Institute to perform a series of services. An annual operating grant to the Maryland Maritime Institute is envisioned at a $59,580 level. These funds would be used as follows:

1)	Salaries, 2 shipwrights (at $22,000/yr.)	$44,000
2)	City employment benefits (at 15% of direct salary)	$ 6,000
3)	Administrative Overhead (12% of salaries--telephone, office space, etc.)	$ 5,280
4)	Crane Lift/Launch	$ 1,500

5)	Insurance Premiums	$ 2,200
		$59,580

Other Recommendations

Insurance. Continue to work with the Insurance Division of the State Department of Licensing and Regulation and other specialized groups to assist skipjack owners in 1) locating a company willing to insure operators and 2) lowering annual premiums for personal and liability insurance. This effort is now focused on obtaining specialized insurance data directly from operators.

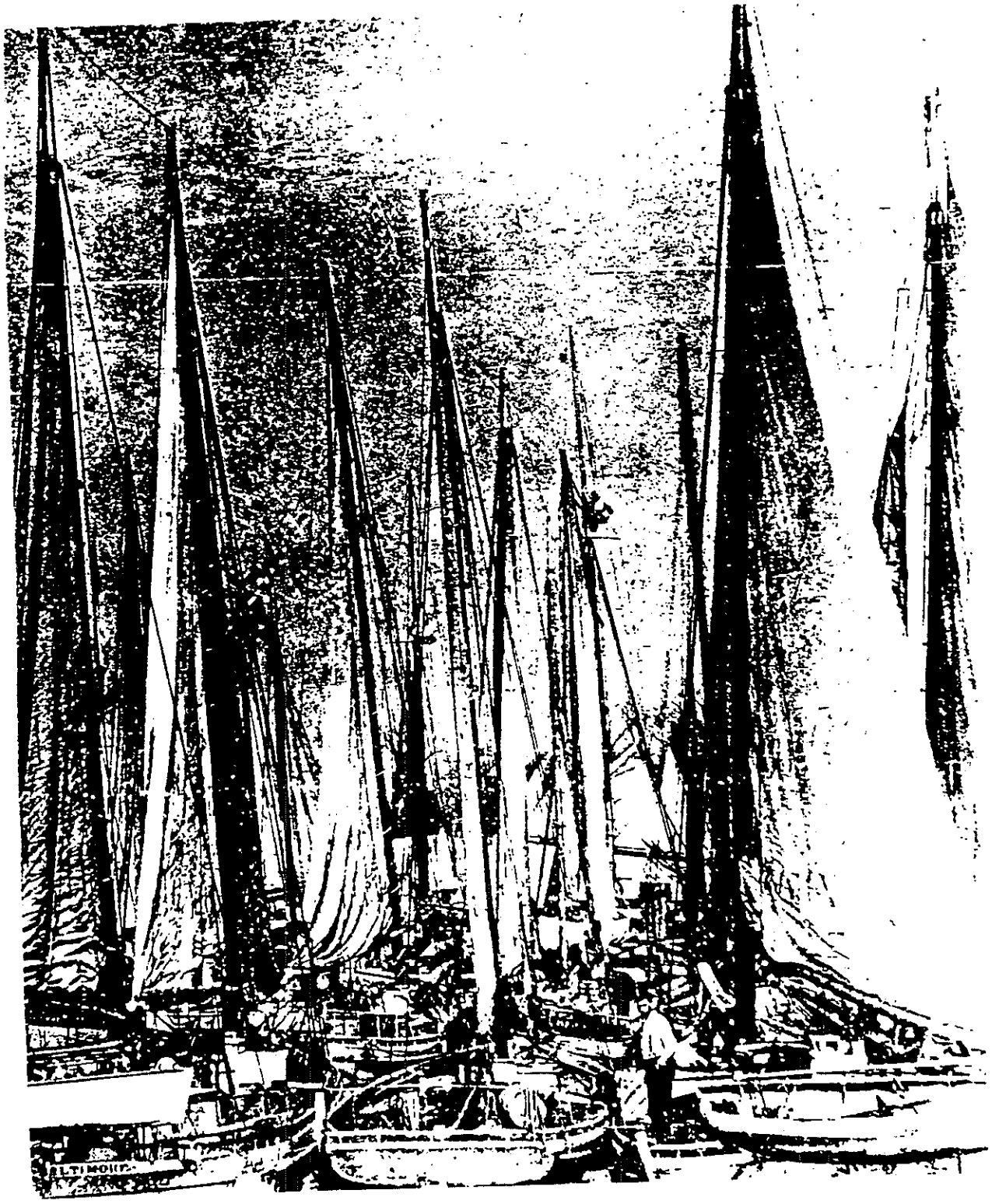
MHT staff also will continue exploring the possibility of forming a specialized group, such as that formed to insure New England's Gloucester Fishing Fleet.

Land Use Issues

The State should encourage and provide technical assistance to Talbot and Somerset counties to develop and implement maritime zoning for Tilghman Island and Deal Island.

MHT staff will meet with staff from the State Department of Assessment and Taxation to explore possible modification of state assessments of local maritime interests. If state law is modified, MHT staff will work with tax assessment specialists in Talbot and Somerset counties and other jurisdictions supporting maritime economic activities to ensure assessments are based on present use, rather than development potential.

MHT staff will meet with the county councils and planning office representatives in Talbot and Somerset to explore the alternative use of the "Transfer of Development Rights" planning tool.



Skipjacks in harbor, c. 1890. Source: The Maryland State Archives, Robert G. Merrick Archive of Historical Photographs, MdHR G 1477-6675. Hubert H. Wright, photographer.

resources were inexhaustible. Additional pressure on the oyster resulted from the food processing technique patented in 1828 by Thomas Kensett of Baltimore, which enabled the canning of the delicate oyster for national distribution. Profits and competition for oysters rose dramatically. With the end of the Civil War, Maryland officials faced up to the reality that earlier conservation laws were so ignored as to be ineffective. In 1865, total prohibition against dredging was amended to "permit dredging under sail in specific deep water areas by licensed Maryland vessels only." Enforcement of even this modified legislation was difficult, and in 1868 the General Assembly established the oyster police, aka "the Maryland Navy." Underfunded, underequipped, and made a political "dumping ground," the "navy" had only modest success during the boom period of the 1870s and '80s. It was during this period of increasing harvests that the bugeye evolved from the log canoe as the specially adapted "vessel of choice" for oyster dredging on the Bay.

The oyster industry on the Bay peaked during the decade of the 1880s. Census data for that year show 700 vessels (including schooners, pungies, bugeyes, and sloops) and 5,600 men dredging the Bay. An additional 3,000 men worked the 880 smaller scrapers and another 5,145 men hand tonged from 1,825 canoes. Additional employment was provided on the 200 buy-boats that transported many of the daily catches to market. The Fisheries of the United States, produced in 1887, identifies the 1884-1885 season as the record harvest--15 million bushels.

During the 1890s harvests began to decline. At the same time, as noted by Mary Ellen Hayward in the National Register nomination, "the combination of rising labor costs and depleted supplies of large timbers" was driving up the costs of building, outfitting, and manning new vessels. The "skipjack type, based on the traditional, unframed, generally flat-bottomed Bay crabbing skiffs," was developed as a less expensive, easy-to-build response. Specifically designed as oyster dredge boats, the skipjack's wide beam and low freeboard lent stability and

provided a large working space on deck. "The first recorded cross-planked, V-bottom vessel of this type was the Ruby G. Ford, built in 1891 at Fairmount, Maryland. The peak period for skipjack building was 1890-1912/14," and by the turn-of-the-century, the skipjack fleet numbered several hundred vessels. Twenty-two of the surviving 36 skipjacks date from this peak period.

During the Depression of the 1930s, many of the older skipjacks were abandoned and the oyster industry as a whole declined substantially. Concentration on the war effort during the early 1940s enabled the oyster beds to rejuvenate, and

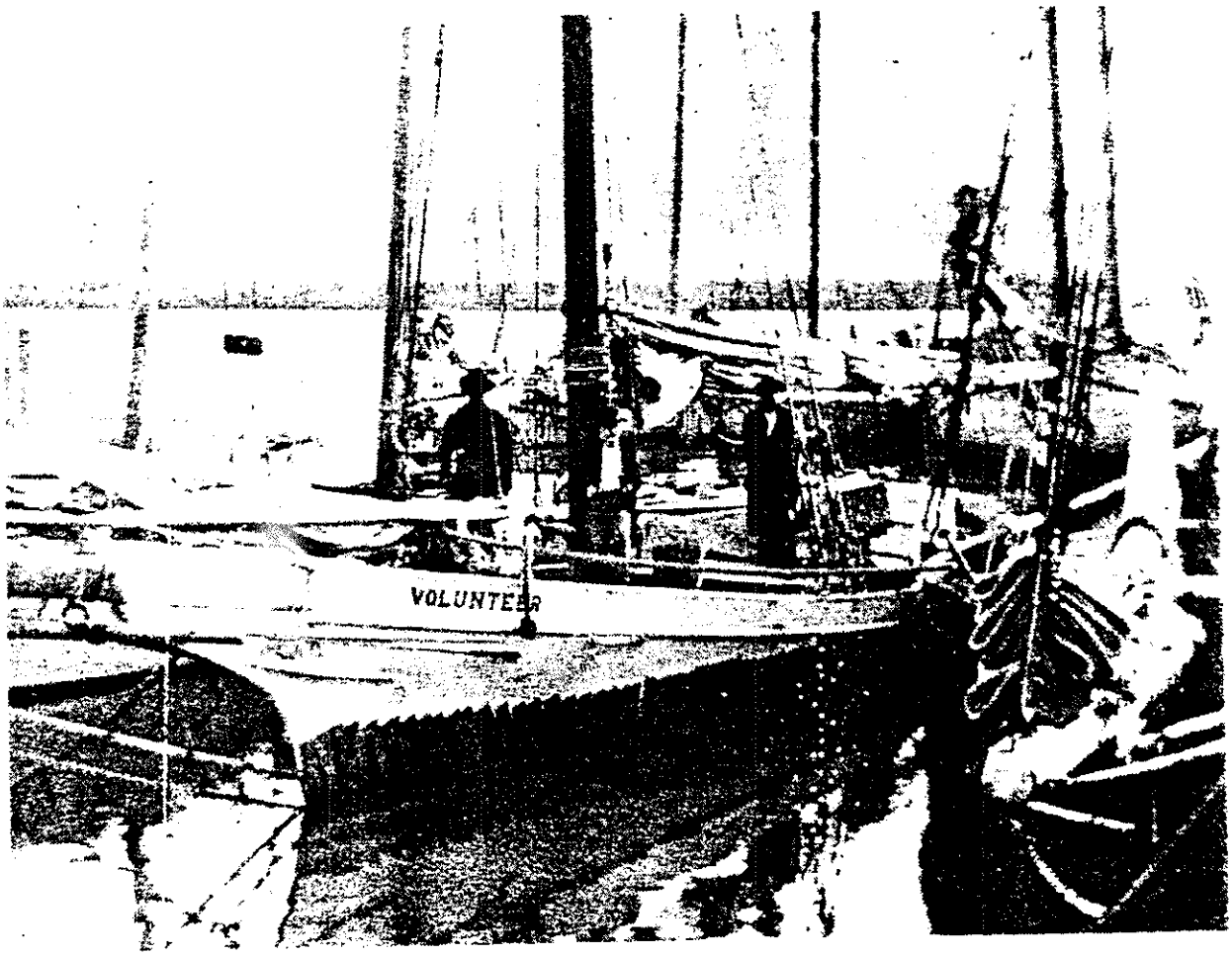
Harvesting oysters on the Chesapeake, c. 1905. Source: The Maryland State Archives, Robert G. Merrick Archive of Maryland Historical Photographs, MdHR G 1477-4467.

consequently the industry revived somewhat during the general postwar boom. Ten of the remaining skipjacks were built during this period.

The decade of the 1960s saw harvests declining again. In the mid-60s, a century after the "sail only" legislation was passed, Maryland officials began to permit boats to dredge two days per week while being pushed across the beds by gasoline powered yawls or "pushboats." By the 1970s, the combination of environmental and economic conditions was proving disastrous for the skipjack fleet--a trend that continued into the 1980s. Dredge harvests have fallen from approximately 240,000 bushels in 1975 to 31,013 bushels for the 1987-1988 season. A growing number of dredge captains have found it financially impossible to continue dredging, and more and more vessels either are being abandoned or sold to non-profit groups for non-traditional uses. Concerned individuals and preservationists have come to believe that the loss not only of the vessels but also the watermen was a growing possibility.

In 1983, in response to these growing concerns and the dearth of information about Maryland's historic maritime resources, the maryland Historical Trust awarded a National Park Service Survey and Planning Grant to the Radcliffe Maritime Museum of the Maryland Historical Society to undertake a survey of the 36 extant skipjacks. That survey resulted in 1984 in a report entitled "Maryland's Surviving Traditional Craft" and in the thematic listing of 22 of the skipjacks on the National Register of Historic Places in recognition of the national significance of the skipjack fleet as the last commercial sail fleet in the United States. Early in 1988, Maryland Governor William Donald Schaefer increasingly became aware of and concerned about the decline of the oyster harvest and the physical condition of the remaining skipjacks and the Bay environment. He instructed state officials to investigate the problem and to explore creative ways of reversing the trend. Simultaneously, the MHT Board of Trustees, aware that more and more skipjack owners were seeking capital funds from the MHT to

Skipjacks in port. Source: The Maryland State Archives, Robert G. Merrick Archive of Maryland Historical Photographs, MdHR G 1477-5147. Estelle G. Mozart, photographer.



help preserve their vessels, instructed the staff to begin studying the situation. The MHT staff approached the National Trust for Historic Preservation about possible Critical Issues Fund monies. A matching grant of $6,600 was awarded to assist in the preparation of a preservation plan.

The MHT staff, with the full backing of Governor Schaefer and the MHT Board and with the assistance of the National Trust grant, has taken the lead in coordinating and exploring, with other public and private sector groups, steps that may help keep the skipjacks together as a unit in the Bay.

The history presented above is largely a condensation of the significance statement from the "Chesapeake Bay Skipjack Fleet" National Register nomination prepared by Dr. Mary Ellen Hayward in 1984. In addition, the following sources were consulted:

Brewington, Marion V. Chesapeake Bay Log Canoes and Bugeyes. Cambridge, MD: Cornell Maritime Press, 1963.

Burgess, Robert H. Chesapeake Sailing Craft, Part I. Cambridge, MD: Tidewater Publishers, 1975.

Chapelle, Howard I. Notes on Chesapeake Bay Skipjacks. St. Michaels, MD: Chesapeake Bay Maritime Museum (reprint of 1944 American Neptune article, with introduction by R. J. Holt).

Goode, George Brown. The Fisheries and Fishery Industries of the United States. Washington, D.C.: GPO, 1887.

Wennerstein, John. The Oyster Wars of the Chesapeake Bay. Centreville, MD: Tidewater Publishers, 1981.

SECTION II
DEFINING THE PROBLEM

The decline of the working skipjack fleet has been generally recognized as a problem for nearly two decades. But it was not until 1984 with the completion of "Maryland's Surviving Traditional Craft" that the preservation of the skipjack itself became the central focus of serious study. The final report recognized the complexity of the issues affecting the long-term health of the skipjack fleet. The issues identified ranged from the physical condition of the fleet, to the availability of funds for repair and long-term maintenance, to the decline of the oyster harvest. The study concluded that a skipjack preservation committee should "explore ways in which funding could most effectively be channelled to the skipjack owners and could be directed towards insuring the vessels' long-term survival." Further study identifying the problems involved was also recommended.

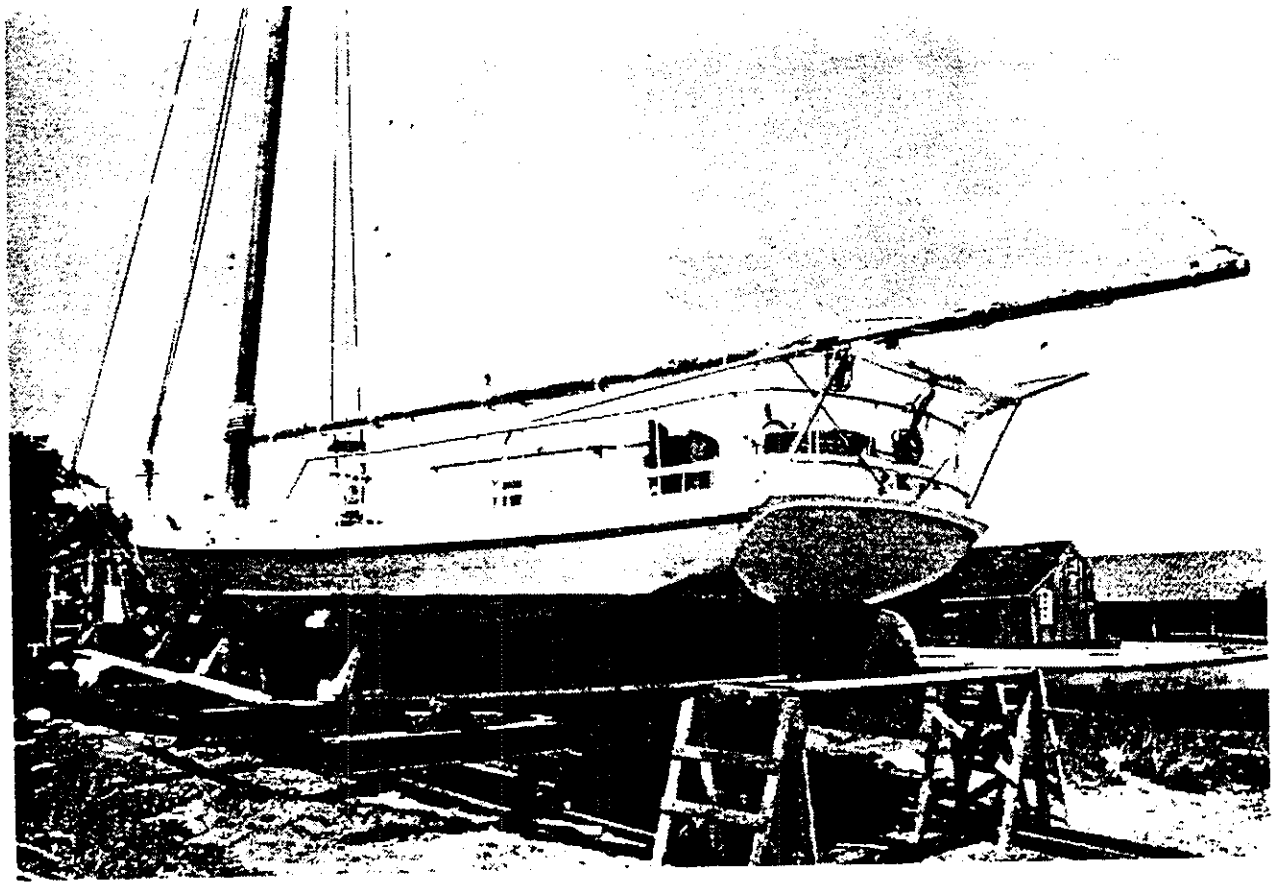
A committee of MHT Board and staff members first met on July 27, 1988, to begin serious problem identification and discussion of other matters related to producting a preservation plan. As a result of that meeting, it became clear that the most important issues affecting the skipjacks fell into three general categories.

First, and most obvious, were those problems internal to the vessels themselves, particularly the issues of physical deterioration and repair. The 1984 study had revealed that all of the 35 working skipjacks surveyed could have used from $15,000 to $80,000 in repairs. Annual maintenance costs were roughly estimated at $6,000 to $8,000 in 1984 dollars. Where would the money come from to pay for initial repairs and ongoing maintenance? The related question of physical integrity was raised in this regard. What would be acceptable limits for repairs and replacement of historic materials to ensure the integrity of the skipjacks as historic resources was maintained? Were sufficient repair yards and craftsmen available to address

the special needs of these vessels now and in the future?

The second general class of issues identified were problems external to the resource. The decline of the Bay and of the oyster harvest and the economics of oystering fall into this category. The web of interlocking questions and interest groups related to these issues is large and intricate. The absence of legislation to prevent the loss of individual vessels through intentional destruction or removal from Maryland waters was recognized as an equally troublesome situation. The committee readily admitted that judicious identification of the key external problems affecting skipjack preservation could only occur with the input of a wide array of interest groups, including government agencies, watermen, and others.

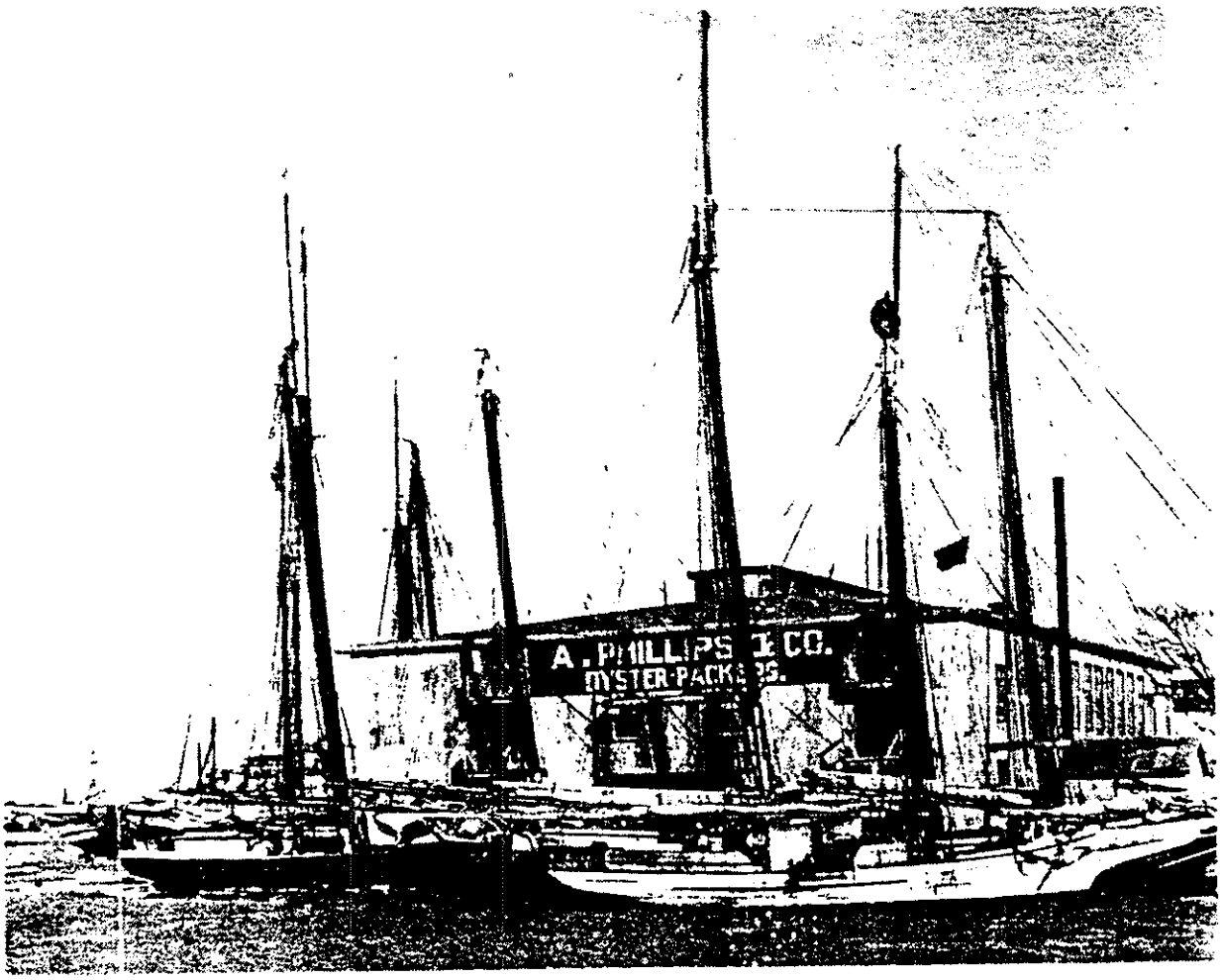
The third category concerned the desire to achieve consensus in arriving at treatment goals and long-term solutions. To be



Skipjack Rosie Parks hauled out for repairs, 1983. M.C. Wooten, photographer.

EXTERNAL ISSUES

It is important to support comprehensive policies and programs that encourage the growth of the oyster harvest. The SRG members did not believe, however, that the external issues relating to the health of the Bay and the oyster population should figure significantly in a skipjack preservation plan. This view seemed to be a function of the enormity of those issues, the very positive steps already being taken to improve the Bay and its marine life, and the general optimism expressed by watermen and natural resources officials about the prospects



The Phillips packing house on Cambridge Creek. Source: The Maryland State Archives, Robert G. Merrick Archive of Maryland Historical Photographs, MdHR G 1477-6640. Watt Thompson, photographer.

for future harvests. A more critical external issue identified by the SRG was the lack of affordable liability insurance for working skipjack owners.

TREATMENT GOALS

The SRG was firm that for a complete understanding of the problems, as well as for identification of pragmatic solutions, the skipjack captains had to be consulted. Subject to concerns that might be raised by the captains, the SRG had ready answers to the basic philosophical questions posed. To the SRG, the treatment goals were clear. It was very important to maintain a working skipjack fleet comprised of as many historic vessels as

Sailing craft in ice, c. 1905. Source: The Maryland State Archives, Robert G. Merick Archive of Maryland Historical Photographs, MdHR G 1477-6676. Hubert H. Wright, photographer.

possible. Policies or programs that would encourage the use of skipjacks for non-oystering purposes or that would encourage the transfer of ownership to non-traditional ownership groups wereless desirable. The SRG agreeded, however, that they would be willing to consider providing assistance to non-traditional skipjack owners who used their vessels for educational purposes that enhanced public understanding of the Bay, the oyster, and the skipjack. This view recognized the good work of such groups as the Radcliffe Maritime Museum, the Calvert Marine Museum, the Chesapeake Bay Maritime Museum, the Echo Hill Outdoor School, the Chesapeake Bay Foundation, and others.

Thus, on August 16, 1988, Buddy Harrison, a member of the SRG and owner of the Maggie Lee, arranged a meeting of skipjack captains at Tilghman Island. The captains of 18 vessels were present (list appended), representing both the Tilghman and Deal Island clusters of skipjacks. In a 2-1/2 hour meeting, the captains were briefed about the origins and purposes of the plan. They were asked to be frank about the problems they confronted and about potential solutions.

As in the discussions of the SRG, the meeting of the captains was quick to come to a consensus in defining the problems. Moreover, the problems identified by the captains were consistent with those discussed by the SRG, with some important refinements:

INTERNAL ISSUES

Given the precarious financial condition of the majority of owners/captains, financial assistance in the form of grants, not loans, was viewed as the only feasible alternative. Because financing for the acquisition, and in some cases the maintenance, of a skipjack typically is secured by a mortgage on the owner's home, the captains were adamant that new loans, no matter how liberal in rate and term of repayment, would be of little assistance.

EXTERNAL ISSUES

The captains expressed a cautious optimism about the future of the oyster population. Of critical and immediate concern was liability insurance for personal injury and property damage. The best coverage currently available provides only $100,000 in liability coverage for a $12,000 annual premium.

TREATMENT GOALS

Although there was strong sentiment consistent with the opinions of the SRG about overall treatment goals, some captains were also interested in developing non-traditional uses for their vessels on non-working days. One such use is oystering charters, which have been developed by some captains with some success.

In summary, at the outset of the effort the problems associated with developing a preservation plan and treatment goals for the skipjack fleet were envisioned to be of nightmarish complexity. By August 16, 1988, after meetings with the MHT committee, the SRG, and the captains, the problems at hand and the direction for finding their solution seemed clearly and rather narrowly defined.

ATTENDEES AT AUGUST 12, 1988
SKIPJACK RESOURCE GROUP MEETING

John Scofield
Chesapeake Bay Maritime Museum
P. O. Box 636
St. Michaels, MD 21663
301-745-2916

Ralph Eshelman
(Member, Board of Trustees,
Maryland Historical Trust)
Calvert Marine Museum
P. O. Box 97
Solomons, Maryland 20688
301-326-2042

Marcia Myers
National Trust for Historic
Preservation
1785 Mass. Avenue, N.W.
Washington, D.C.
202-673-4127

Glen A. Thomas
Chesapeake Appreciation, Inc.
302 Woodbourne Avenue
Baltimore, Maryland 21212
301-433-0776

Howard A. Buchanan
(Member, Board of Trustees,
Maryland Historical Trust)
549 N. Centre Street
Cumberland, MD 21502
301-724-5077

Don Bauea
Chesapeake Bay Foundation
162 Prince George Street
Annapolis, MD 21401
301-268-8816

Robert C. Keith
Ocean World Institute, Inc.
831 South Bond Street
Baltimore, MD 21231

Christopher Judy
Department of Natural
Resources
Tidewater Administration
Tawes State Office Building
Annapolis, MD 21401
301-974-3784

John R. Valliant
Chesapeake Bay Maritime
Museum
P. O. Box 636
St. Michaels, MD 21663
301-745-2916

Withers Davis
Alexander and Alexander
100 Light Street
Baltimore, Maryland 21202
301-547-2800

Andrew McCown
Echo Hill Outdoor School
Worton, MD 21678
301-348-5880

Dr. E. B. Duffee, Jr.
(Member, Board of Trustees,
Maryland Historical Trust)
Wilton
Wye Mills, Maryland 21679
301-827-7790

H. Grant Dehart
Maryland Environmental Trust
118 North Howard Street
Baltimore, Maryland 21201
301-333-6440

Harry (Jack) Clay Hull,
President
Chesapeake Appreciation, Inc.
9 Decatur Avenue
Annapolis, MD 21403
301-269-7887; 625-4160

Anne Sieling, PIO
Department of Agriculture
50 Harry Truman Parkway
Annapolis, Maryland 21401
301-841-5882

Buddy Harrison
Harrison's Sport Fishing, Ltd.
Tilghman, Maryland 21671
301-886-2121

Bill Sieling
Chief of Seafood Marketing
Department of Agriculture
50 Harry Truman Parkway
Annapolis, Maryland 21401
301-841-5770

Bruce Gilmore
Department of Natural Resources
Intergovernmental Relations
Tawes State Office Building
580 Taylor Avenue
Annapolis, MD 21401
301-974-2032

Dr. Mary Ellen Hayward
Radcliffe Maritime Museum
Maryland Historical Society
201 W. Momument Street
Baltimore, Maryland 21201
301-685-3750

ATTENDEES AT MEETING AT
HARRISON'S - AUGUST 16, 1988

NAME	AFFILIATION/VESSEL
William Pencek	Maryland Historical Trust
Bobby Marshall	Captain/Owner Virginia W. and Maggie Lee
Jack Hull	Chesapeake Appreciation Days
Bill Sieling	Chesapeake Appreciation Days and Seafood Marketing
Bruce Parkinson	Co-Captain Helen Virginia
Delmas Benton	Captain Fannie L. Daugherty
Walt Benton	Captain/Owner Somerset
Ted Webster	Captain-1/2 Owner H. M. Krentz
Charity Davidson	Maryland Historical Trust
Darryl Larrimore	Captain/Owner Nellie L. Byrd
Glen Thomas	Chesapeake Appreciation Days
Stanley Larrimore	Captain/Owner Lady Katie
John Modividlak	Captain Minnie V.
Wade Murphy, Jr.	Captain Rebecca T. Ruark
Richard Webster	Captain Caleb Jones
Charles P. Abbott II	Captain Thomas Clyde
Buddy Harrison	Maggie Lee and Minnie V.
Paul Holland	Captain Clarence Crockett
Jack Parkinson	Captain Helen Virginia
H. Russel Dize	Captain/Owner Kathryn
Bartlett Murphy	Captain/Owner Ruby G. Ford and Esther F.
Dr. E. Burnell Duffee	Maryland Historical Trust

SECTION III

PHYSICAL SURVEY OF THE SKIPJACKS

The physical survey of the vessels is key to the entire preservation plan effort. Marine surveyor Frederick E. Hecklinger of Annapolis examined 26 of the skipjacks during the project period and provided information for five others based on his familiarity with them from previous surveys.

The surveys were "walkthrough" rather than exhaustive out-of-the-water surveys, but were thorough enough to provide a sound basis for evaluating the condition of the fleet and for estimating the extent and cost of essential repairs to each vessel.

In addition to the numerical grid summary used to compare vessels ("0" designating extremely poor and "10" good condition) and to identify problem areas quickly, the surveys also include observations on such items as recent repairs, annual costs, and whether the vessel is actively dredging.

Summary sheets of this vessel-by-vessel survey follow.

HECKLINGER

FREDERICK E. HECKLINGER, INC.

MARINE SURVEYOR 17 HULL AVENUE ANNAPOLIS, MARYLAND 21403 (301) 268-3018

November 7, 1988

Charity V. Davidson
Project Funding and Easements
Office of Preservation Services
45 Calvert Street
Annapolis, Maryland 21401

Dear Ms. Davidson:

I have managed to visit and provide reports concerning the condition of 29 oyster dredge boats. There are four that have thus far eluded me for the moment but I can here briefly describe their condition as I know them from past experience.

"Connie Frances". Built, owned and captained by Frances Goddart of St. Mary's County. Built in 1985, this skipjack can be considered as sound and suitable in all departments.

"Dee of St. Mary's". Built by Frances Goddart in 1981 or so, and owned and captained by Jackie Russell of St. Mary's County. This skipjack has been well maintained since original construction and occasionally takes out sailing parties. The "Connie Frances" and the "Dee" are the only skipjacks owned on the Western Shore.

"Somerset". Owned and captained by Walton Benton of Mount Vernon, Maryland and can be considered as part of the Deal Island fleet. Built in Reedville, Virginia in 1949, this vessel can be considered as well above average for a Deals Island boat.

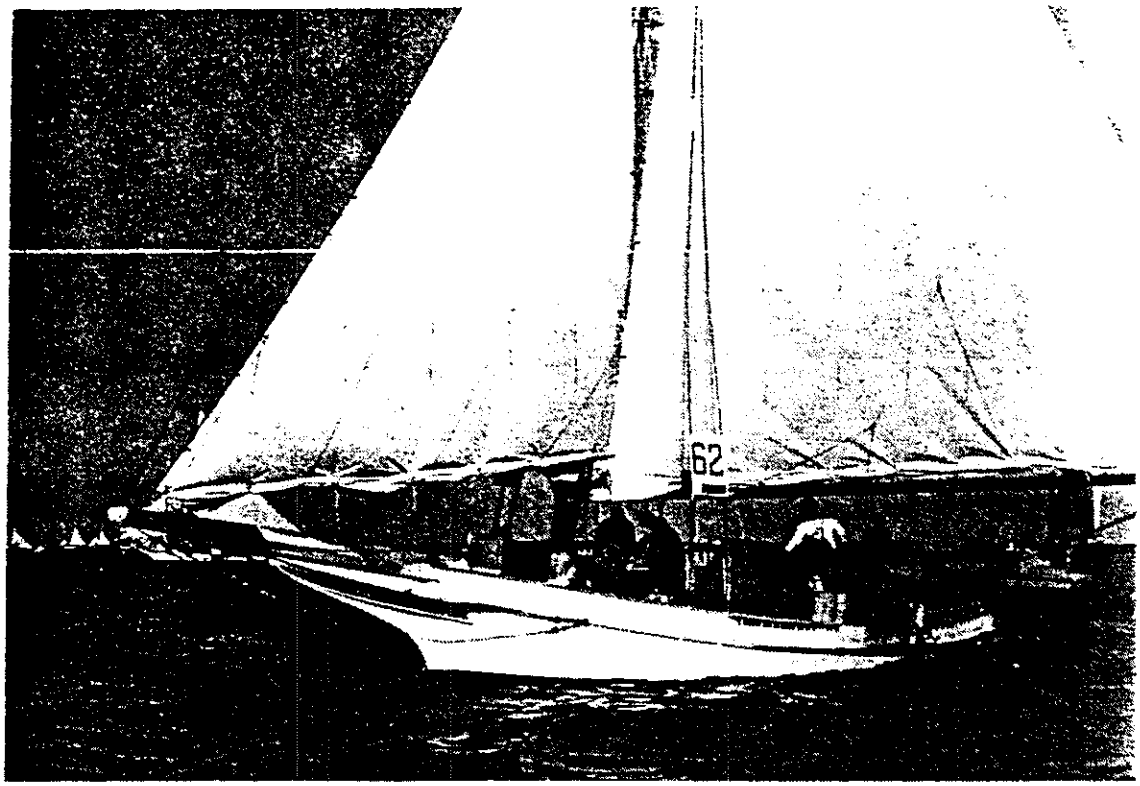
"Wilma Lee". Owned and captained by Ralph L. Ruark, this vessel was built in 1940 in Wingate, Maryland. This vessel is based out of Wingate, which is on the Hongo River in Dorchester County and is now the lone vessel to be owned there and usually works out of Cambridge, Maryland. Condition is believed to be fair.

It is my intention to inspect these vessels when they can be tracked down.

Respectfully,

Frederick E Hecklinger

Frederick E. Hecklinger
Frederick E. Hecklinger, Inc.
Marine Surveyor



VESSEL
Anna McGarvey
Built 1981
Baltimore, Maryland

BASIC DIMENSIONS
Length of Hull - 45'
Beam - 15'

OWNER & CAPTAIN
Department of Natural Resources
State of Maryland

LOCATION
DNR Station
Deal Island, Maryland

This vessel is not an active dredge boat at present.

Built in 1981 she worked as a dredge boat under at least two captains while owned by Mike Ashford of McGarvey's Saloon at Annapolis. During this period, proper maintenance, such as ventilation during the off season was neglected.

In the fall of 1985, this vessel was presented to the State of Maryland.

Proper maintenance has been neglected and various sections of rot that were apparent in 1985 have been ignored; the rot is now far more extensive than before. The bowsprit is very rotten.

This vessel was not, at this time, boarded or inspected below decks.

This vessel was very successful at the races when sensibly handled.

VESSEL: ANNA MCGARVEY

0	1	2	3	4	5	6	7	8	9	10
KEEL									X	
STEM									X	
FRAMES/CHINE LOGS									X	
CLAMPS							X			
HULL PLANKING								X		
BOTTOM PLANKING										
DECK						X				
BEAMS									X	
RAILS								X		
MAST						X				
BOOM						X				
BOWSPRIT	X									
STANDING RIG									X	
RUN RIG								X		
SAILS								X		
PAINT WORK					X					
TRAILBOARDS								X		
LAYOUT BELOW								X		
YAWL BOAT & ENG.								X		
DAVITS								X		
WINDERS & ENGINE										
DREDGES										
STEERING GEAR									X	
DECK STRUCTURES									X	
CENTERBOARD								X		
CB WELL									X	
ELECTRICAL					X					
IRONWORK									X	
OTHER										

IS VESSEL PAID FOR: _____

INTEND TO WORK THIS YEAR: _____

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: _____

HOW LONG IN POSSESSION: _____

AVERAGE MAINTENANCE COST PER YEAR: _____

WHAT YOU THINK IS THE REAL VALUE: _____

HOW OLD ARE THE SAILS: 1981

HOW MUCH FOR A SET OF SAILS: _____

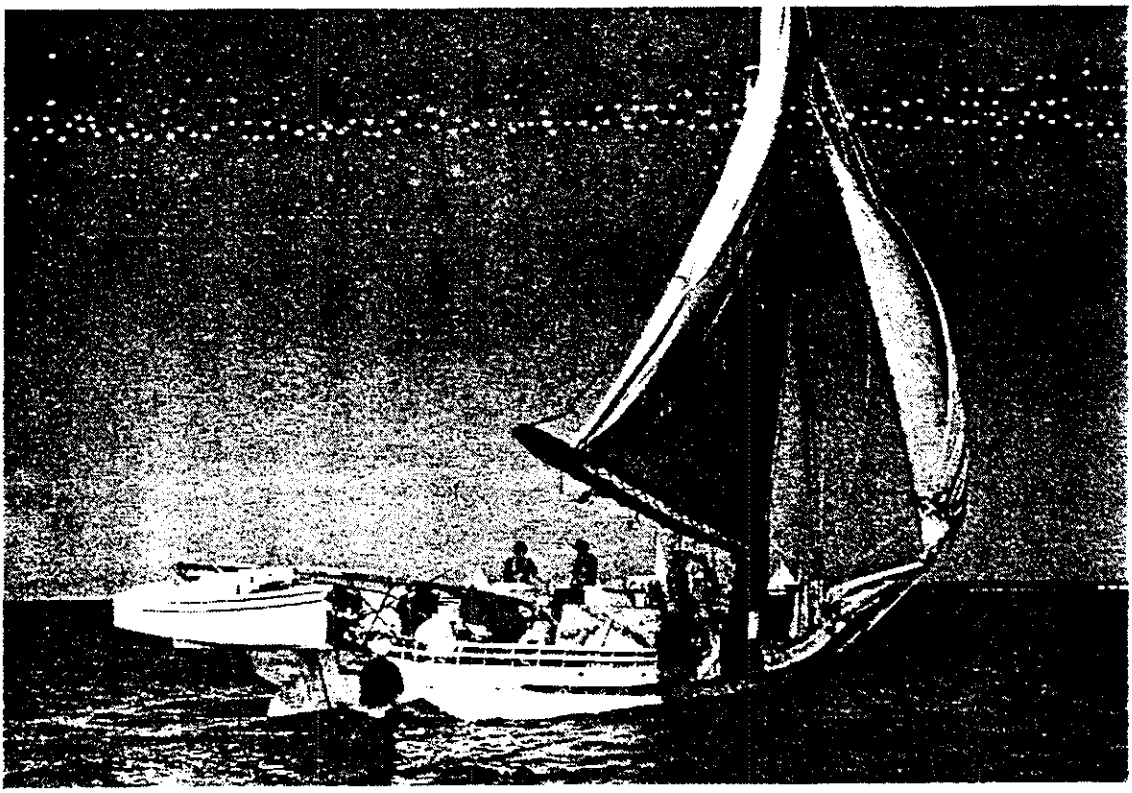
COST OF DREDGES: _____

DO YOU OVERNIGHT ON BOARD: _____

WHAT YOU DO IN THE SUMMER: _____

WHAT DID YOUR FATHER DO: _____

HOW MANY CREW: _____



VESSEL
Caleb Jones
Built 1953
Reedville, Virginia

BASIC DIMENSIONS
Length of Hull - 44.1'
Beam - 16.5'

OWNER & CAPTAIN
Richard Webster
Wenona, Maryland

LOCATION
Wenona, Maryland

This vessel was built in 1953 and has been fairly well maintained. The deck beams and the decks were replaced during 1987 and the deck structures are in generally good condition. There is, however, rather serious rot in the stem below decks.

VESSEL: CALEB JONES

	0	1	2	3	4	5	6	7	8	9	10
KEEL									X		
STEM				X							
FRAMES/CHINE LOGS								X			
CLAMPS								X			
HULL PLANKING								X			
BOTTOM PLANKING								X			
DECK										X	
BEAMS										X	
RAILS									X		
MAST						X					
BOOM						X					
BOWSPRIT									X		
STANDING RIG								X			
RUN RIG									X		
SAILS						X					
PAINT WORK						X					
TRAILBOARDS								X			
LAYOUT BELOW								X			
YAWL BOAT & ENG.							X				
DAVITS							X				
WINDERS & ENGINE								X			
DREDGES									X		
STEERING GEAR								X			
DECK STRUCTURES							X				
CENTERBOARD									X		
CB WELL									X		
ELECTRICAL			X								
IRONWORK									X		
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 20 years

AVERAGE MAINTENANCE COST PER YEAR: $8,000.00 plus captain's time

WHAT YOU THINK IS THE REAL VALUE: $65,000.00

HOW OLD ARE THE SAILS: 12 years

HOW MUCH FOR A SET OF SAILS: $7,000.00

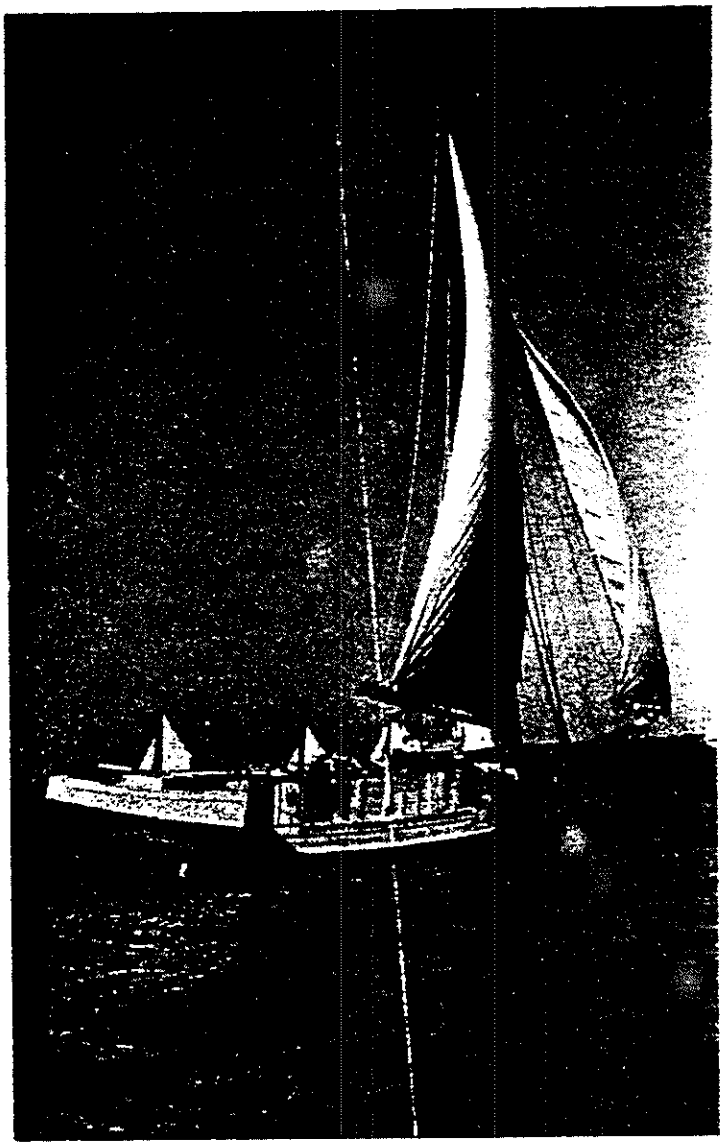
COST OF DREDGES: $800.00 a set

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Fishing parties

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: 5-6 plus captain



VESSEL

City of Crisfield
Built 1949
Reedville, Virginia

OWNER & CAPTAIN

Arthur Daniels, Jr.
Wenona, Maryland

BASIC DIMENSIONS

Length of Hull - 44.7'
Beam - 15.8'

LOCATION

Wenona, Maryland

Although relatively new, this vessel must be considered in very poor condition. Perhaps this vessel can be patched, but there is extensive rot in the bowsprit, the bitt, the chines, the frames, and around the decks. The cabin is a recent rebuild and is a very crude affair. It would be less expensive to build a new vessel than it would be to repair.

VESSEL: CITY OF CRISFIELD

	0	1	2	3	4	5	6	7	8	9	10
KEEL								X			
STEM			X								
FRAMES/CHINE LOGS			X								
CLAMPS				X							
HULL PLANKING					X						
BOTTOM PLANKING				X							
DECK					X						
BEAMS				X							
RAILS					X						
MAST	X					X					
BOOM				X							
BOWSPRIT					X						
STANDING RIG					X						
RUN RIG					X						
SAILS					X						
PAINT WORK					X						
TRAILBOARDS				X							
LAYOUT BELOW					X						
YAWL BOAT & ENG.						X					
DAVITS						X					
WINDERS & ENGINE								X			
DREDGES							X				
STEERING GEAR				X							
DECK STRUCTURES						X					
CENTERBOARD					X						
CB WELL			X								
ELECTRICAL						X					
IRONWORK											
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: 37 years He is 67 years old

AVERAGE MAINTENANCE COST PER YEAR: $5,000.00 plus captain's time

WHAT YOU THINK IS THE REAL VALUE: $25,000.00

HOW OLD ARE THE SAILS: Does not know. He recently bought some old and had them reworked.

HOW MUCH FOR A SET OF SAILS: $5,000.00

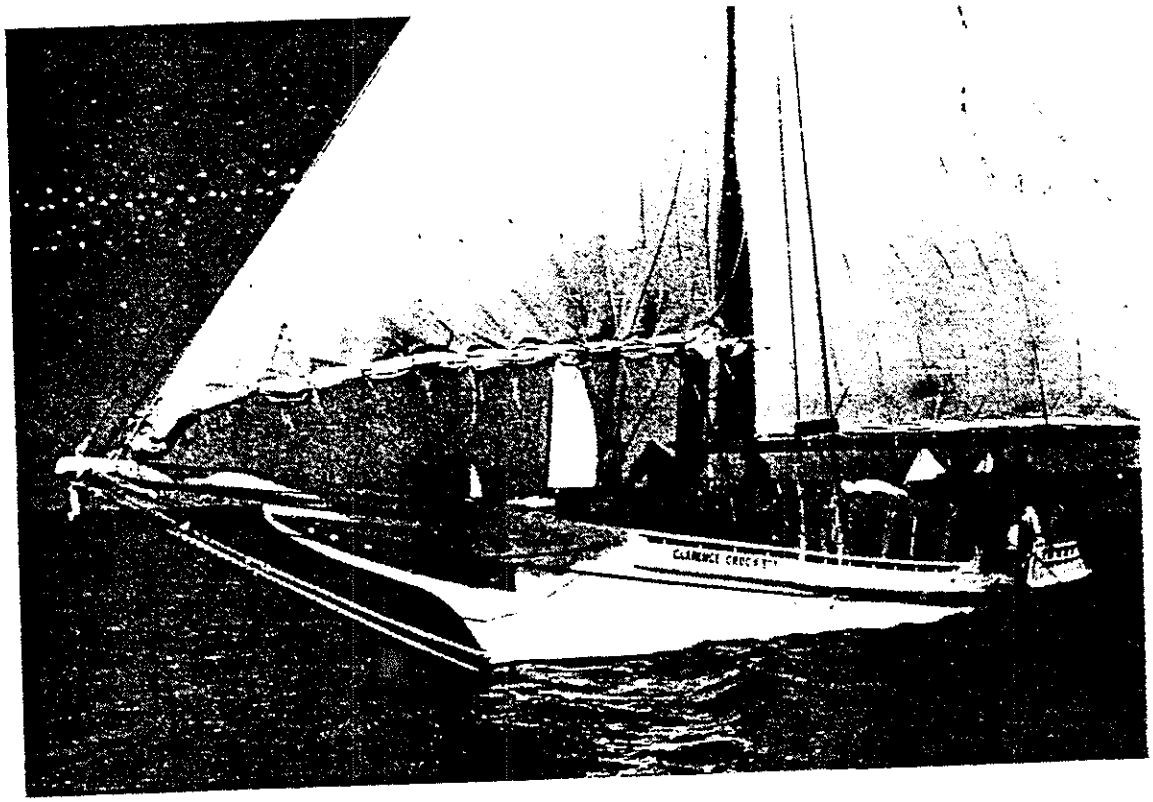
COST OF DREDGES: $750.00 a set

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Crab pot

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: Captain plus 6



VESSEL
Clarence Crockett
Built 1908
Deep Creek, Virginia

BASIC DIMENSIONS
Length of Hull - 44.5'
Beam - 15'

OWNER & CAPTAIN
Paul Holland and others
Deal Island

LOCATION
Crisfield, Maryland

This is the vessel that sank last March after striking a marker in Tangier Sound. This vessel was inspected by this surveyor last April at Crisfield and found to be extensively rotten and weakened and crudely patched even before the March collision.

Repairs and patching up have been under way all summer and the port side has been rebuilt after a fashion. The work was done using very poor standards and planking butts were not staggered in an acceptable manner. The decks remain as before with mostly short planks, which leave the total structure very weak. The mast must be replaced.

It is said that $25,000.00 has already been spent on repairs and patches.

VESSEL: CLARENCE CROCKETT

	0	1	2	3	4	5	6	7	8	9	10
KEEL						X					
STEM			X								
FRAMES/CHINE LOGS			X								
CLAMPS			X								
HULL PLANKING				X							
BOTTOM PLANKING					X						
DECK			X								
BEAMS			X								
RAILS			X								
MAST	X										
BOOM			X								
BOWSPRIT			X								
STANDING RIG	X										
RUN RIG	X										
SAILS		X									
PAINT WORK					X						
TRAILBOARDS	X										
LAYOUT BELOW			X								
YAWL BOAT & ENG.	X										
DAVITS					X						
WINDERS & ENGINE				X							
DREDGES											
STEERING GEAR							X				
DECK STRUCTURES				X							
CENTERBOARD				X							
CB WELL				X							
ELECTRICAL	X										
IRONWORK							X				
OTHER											

IS VESSEL PAID FOR: Uncertain

INTEND TO WORK THIS YEAR: Hopefully

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Hopefully

HOW LONG IN POSSESSION: Three years

AVERAGE MAINTENANCE COST PER YEAR: Uncertain

WHAT YOU THINK IS THE REAL VALUE: Paid $25,000.00

HOW OLD ARE THE SAILS: Old

HOW MUCH FOR A SET OF SAILS: Uncertain

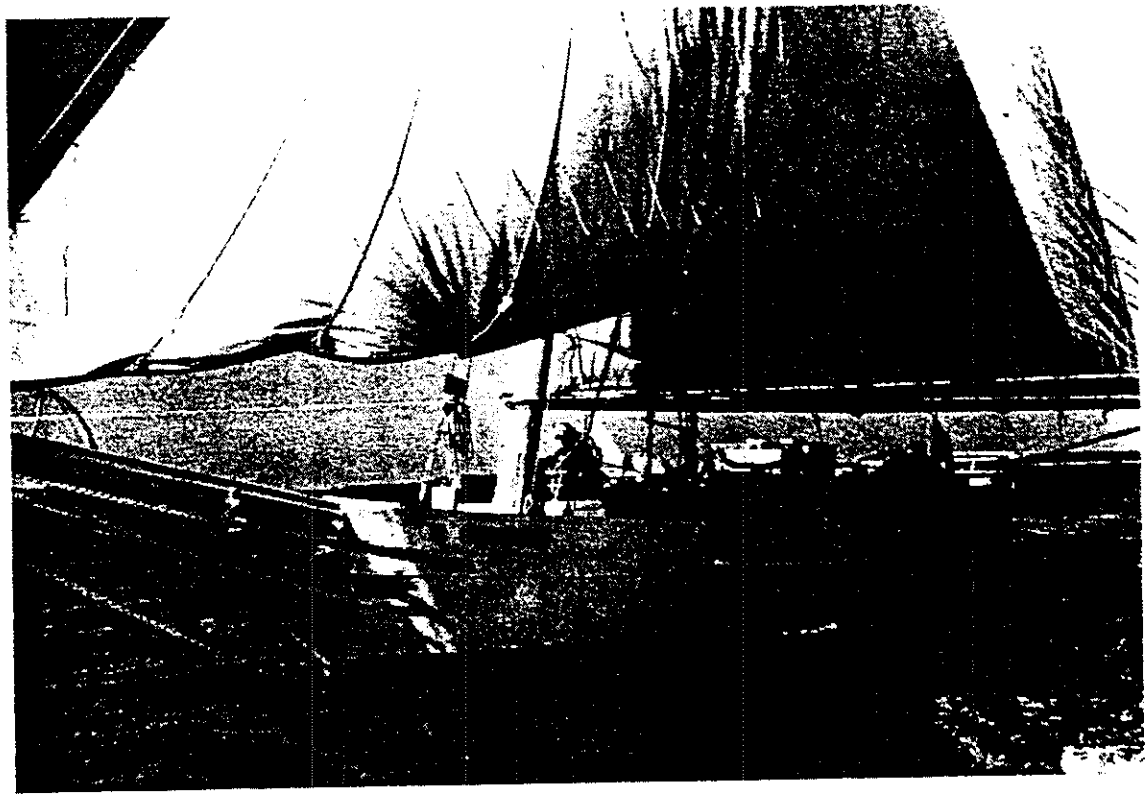
COST OF DREDGES:

DO YOU OVERNIGHT ON BOARD:

WHAT YOU DO IN THE SUMMER: Waterman

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: Captain plus 5



VESSEL
E. C. Collier
Built 1910
Deal Island, Maryland

BASIC DIMENSIONS
Length of Hull - 52'
Beam - 17'

OWNER & CAPTAIN
Pauline Cummings
John Cummings
Tilghman, Maryland

LOCATION
Dogwood Harbor
Tilghman, Maryland
Afloat

This vessel has not been active for at least three years. It was operated for approximately 20 years by John R. Larrimore, but after his death some five years ago the gradual deterioration which was underway tended to accelerate. Little worth recovering except perhaps some of the equipment remains. This vessel has very much lost its shape and is generally hogged. It is apparent that the timber bolts and drifts are generally corroded away. There is very little timber left that is sound enough to hold a fastening. The seams of the hull and deck are very much open and the electric pumps are very active. Some places in the deck are so rotten, one must watch where one walks.

The bob chain of the bowsprit is pulled out of the stem and the mast is rotten at the partners. The mast and its rigging are very likely to fall over the side.

It is evident that no effort has been given to maintenance for at least three years and except for the electric pumps, the vessel appears to be abandoned.

VESSEL: E. C. COLLIER

	0	1	2	3	4	5	6	7	8	9	10
KEEL			X								
STEM			X								
FRAMES/CHINE LOGS						X					
CLAMPS			X								
HULL PLANKING			X								
BOTTOM PLANKING	X										
DECK	X										
BEAMS			X								
RAILS				X							
MAST	X										
BOOM			X								
BOWSPRIT											
STANDING RIG					X						
RUN RIG			X								
SAILS											
PAINT WORK	X										
TRAILBOARDS					X						
LAYOUT BELOW	X										
YAWL BOAT & ENG.					X						
DAVITS				X							
WINDERS & ENGINE				X							
DREDGES									X		
STEERING GEAR							X				
DECK STRUCTURES			X								
CENTERBOARD			X								
CB WELL				X							
ELECTRICAL	X										
IRONWORK					X						
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: No

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: NO

HOW LONG IN POSSESSION: 5 years since Captain John Larrimore passed on

AVERAGE MAINTENANCE COST PER YEAR: At present, none

WHAT YOU THINK IS THE REAL VALUE: at present, $5,000.00 for the gear

HOW OLD ARE THE SAILS: 12 years

HOW MUCH FOR A SET OF SAILS: Does not know

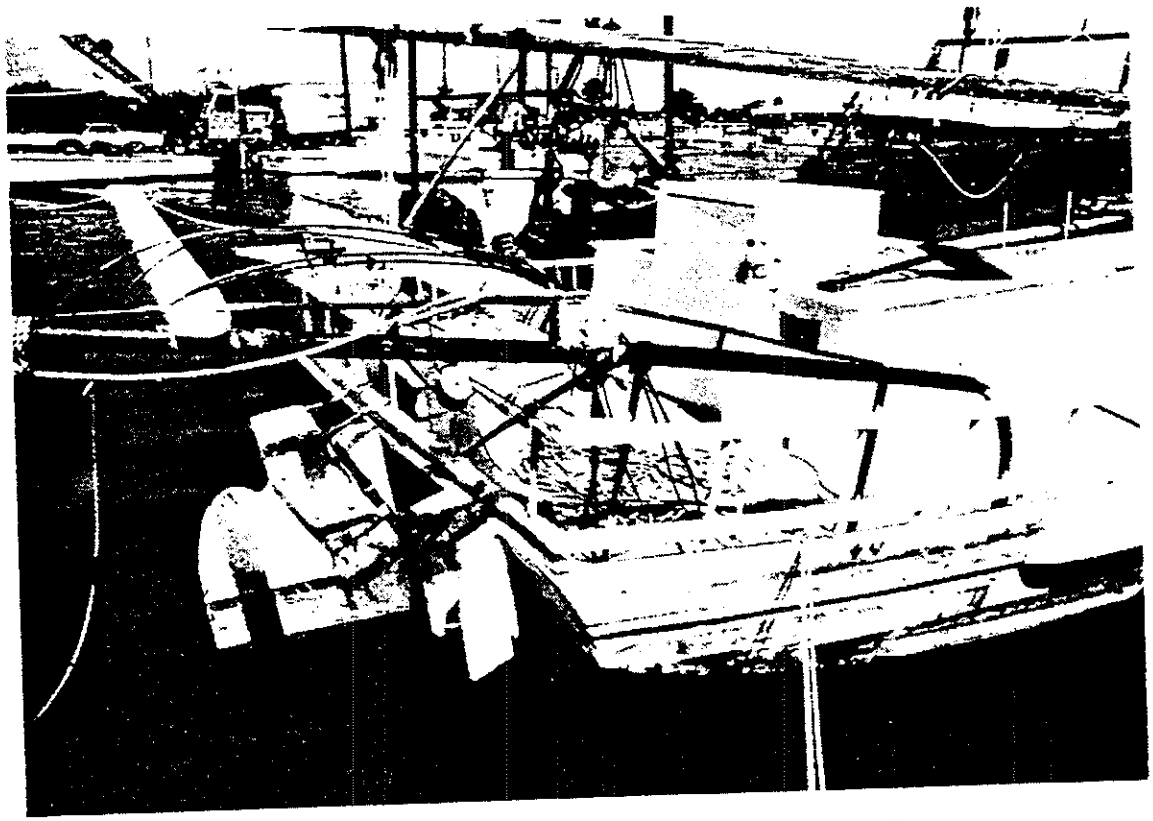
COST OF DREDGES: $800.00 to $1,000.00 a set = two

DO YOU OVERNIGHT ON BOARD: No

WHAT YOU DO IN THE SUMMER: crab trot line

WHAT DID YOUR FATHER DO: waterman

HOW MANY CREW: 5-6



VESSEL
Esther F.
Built 1948
Crisfield, Maryland

OWNER & CAPTAIN
Bartlett Murphy
Tilghman, Maryland

BASIC DIMENSIONS
Length of Hull - 38'
Beam - 14'

LOCATION
Dogwood Harbor
Tilghman, Maryland
Afloat

This vessel was built to dredge oysters, but was sold to Connecticut and used as a yacht from 1967-1977, when it was brought back to the Bay by Bart Murphy and re-rigged for oyster dredging.

The reworking of this boat has been done mostly by Bart Murphy himself to good but plain standards. He replaced the deck and deck beams and all the structure. There are no provisions for sleeping on board.

VESSEL: ESTHER F.

	0	1	2	3	4	5	6	7	8	9	10
KEEL									X		
STEM									X		
FRAMES/CHINE LOGS									X		
CLAMPS									X		
HULL PLANKING								X			
BOTTOM PLANKING								X			
DECK					X						
BEAMS							X				
RAILS									X		
MAST						X					
BOOM										X	
BOWSPRIT										X	
STANDING RIG								X			
RUN RIG								X			
SAILS								X			
PAINT WORK							X				
TRAILBOARDS					X						
LAYOUT BELOW			X								
YAWL BOAT & ENG.							X				
DAVITS								X			
WINDERS & ENGINE									X		
DREDGES										X	
STEERING GEAR								X			
DECK STRUCTURES						X					
CENTERBOARD							X				
CB WELL									X		
ELECTRICAL			X								
IRONWORK							X				
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 10 to 11 years

AVERAGE MAINTENANCE COST PER YEAR: $10,000.00+ captain's time

WHAT YOU THINK IS THE REAL VALUE: $25,000.00 to $30,000.00

HOW OLD ARE THE SAILS: main 6 years, jib 3 years

HOW MUCH FOR A SET OF SAILS: $6,000.00 at Hong Kong and more here

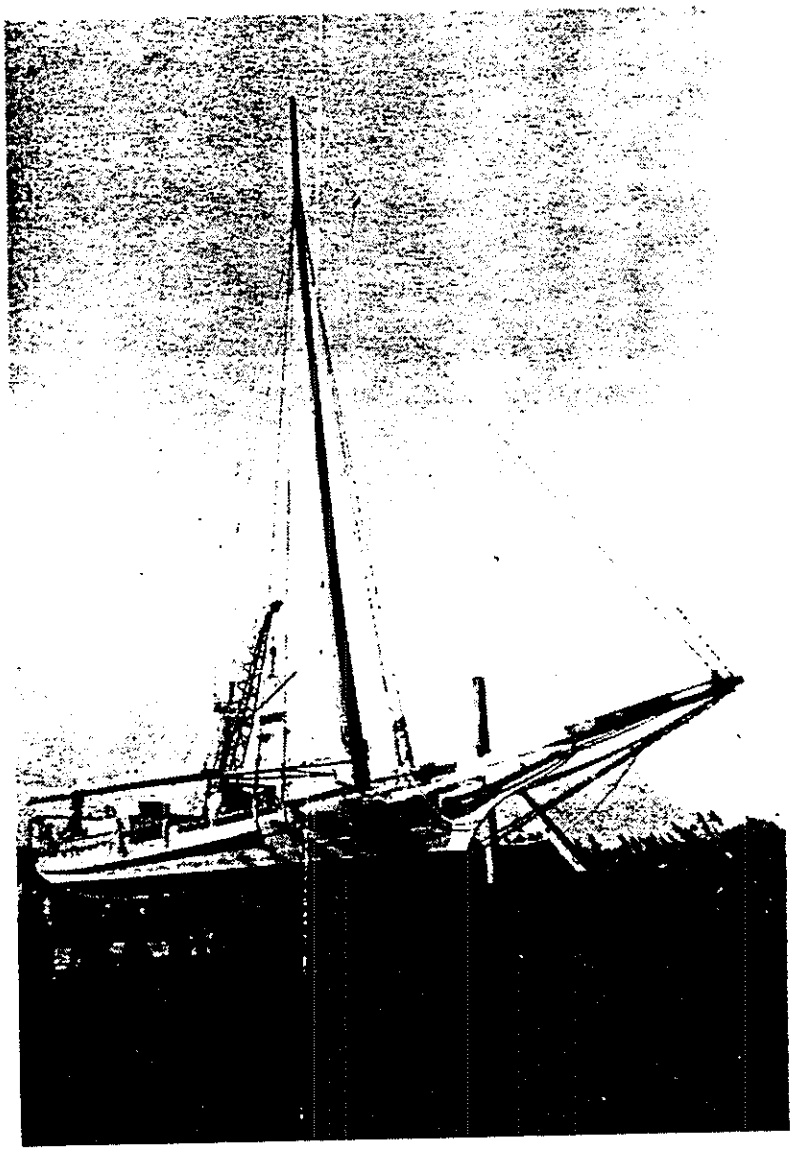
COST OF DREDGES: $1,000.00 a pair

DO YOU OVERNIGHT ON BOARD: No, not set up at present

WHAT YOU DO IN THE SUMMER: Crab, trot line

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: Captain+ 3 to 5



VESSEL

Fannie L. Daugherty
Built 1904
Crisfield, Maryland

OWNER & CAPTAIN

Norman Benton
Delmas Benton
Wenona, Maryland

BASIC DIMENSIONS

Length of Hull - 41.3'
Beam - 15.0'

LOCATION

Wenona, Maryland

For an older vessel, this is in relatively good condition in spite of neglect. There is, however, considerable rot in the mast step and frame lower ends and the bowsprit and the sides. The decks have been much patched and there are many short planks which seriously weaken the vessel.

VESSEL: FANNIE L. DAUGHERTY

	0	1	2	3	4	5	6	7	8	9	10
KEEL								X			
STEM						X					
FRAMES/CHINE LOGS								X			
CLAMPS						X					
HULL PLANKING					X						
BOTTOM PLANKING					X						
DECK				X							
BEAMS						X					
RAILS					X						
MAST								X			
BOOM						X					
BOWSPRIT				X							
STANDING RIG					X						
RUN RIG				X							
SAILS					X						
PAINT WORK					X						
TRAILBOARDS							X				
LAYOUT BELOW					X						
YAWL BOAT & ENG.											
DAVITS						X					
WINDERS & ENGINE						X					
DREDGES											
STEERING GEAR							X				
DECK STRUCTURES						X					
CENTERBOARD							X				
CB WELL								X			
ELECTRICAL		X									
IRONWORK								X			
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Intention

HOW LONG IN POSSESSION: 20 years

AVERAGE MAINTENANCE COST PER YEAR: $5,000.00 plus captain's time

WHAT YOU THINK IS THE REAL VALUE: Do not know

HOW OLD ARE THE SAILS: 15 years

HOW MUCH FOR A SET OF SAILS: $6,000.00 to $7,000.00

COST OF DREDGES: $850.00+

DO YOU OVERNIGHT ON BOARD: Yes but it is rough

WHAT YOU DO IN THE SUMMER: Crab pots

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: Crew 6 plus the Captain

VESSEL

Helen Virginia
Built 1948
Crisfield, Maryland

OWNER & CAPTAIN

Jack Parkinson
Judy Parkinson
Chance, Maryland 21816

BASIC DIMENSIONS

Length of Hull - 43.2'
Beam - 15.6'

LOCATION

Chance, Maryland
Deal Island

Proper maintenance has been generally neglected, and there are various sections of rot around the deck rails and deck structures and various planks and patches. Deserves a general rebuild.

VESSEL: HELEN VIRGINIA

0	1	2	3	4	5	6	7	8	9	10
KEEL							X			
STEM							X			
FRAMES/CHINE LOGS						X				
LAMPS						X				
HULL PLANKING						X				
BOTTOM PLANKING						X				
DECK				X						
BEAMS						X				
RAILS			X							
MAST							X			
BOOM				X						
BOWSPRIT					X					
STANDING RIG					X					
RUN RIG					X					
SAILS						X				
PAINT WORK					X					
TRAILBOARDS				X						
LAYOUT BELOW			X							
YAWL BOAT & ENG.					X					
DAVITS				X						
WINDERS & ENGINE				X						
DREDGES							X			
STEERING GEAR			X							
DECK STRUCTURES				X						
CENTERBOARD					X					
CB WELL						X				
ELECTRICAL		X								
IRONWORK						X				
OTHER										

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 12 years

AVERAGE MAINTENANCE COST PER YEAR: $3,500.00 to $5,000.00 plus captain's time

WHAT YOU THINK IS THE REAL VALUE: $30,000.00

HOW OLD ARE THE SAILS: Mainsail 3 years Jib 20 years

HOW MUCH FOR A SET OF SAILS: $6,000.00

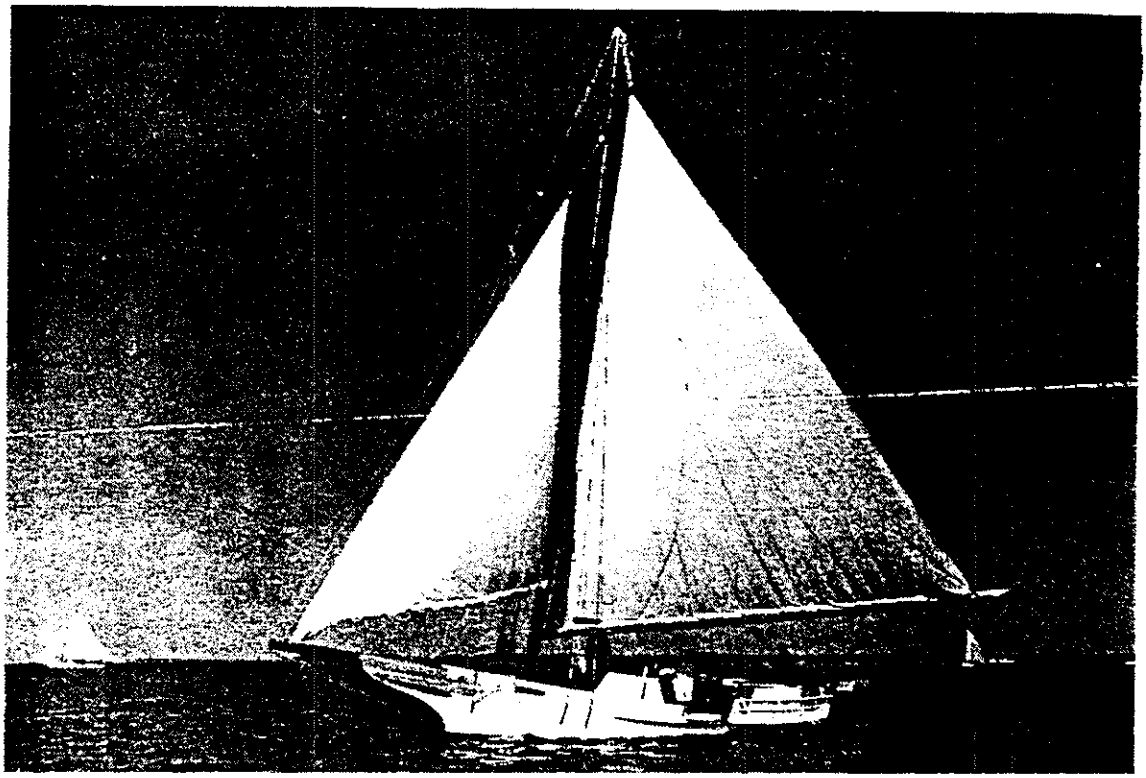
COST OF DREDGES: $800.00

DO YOU OVERNIGHT ON BOARD: Yes but is rough

WHAT YOU DO IN THE SUMMER: Fishing parties, crab pots and shed soft crabs

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: Captain plus 6



VESSEL
Hilda M. Willing
Built 1905
Oriole, Maryland

BASIC DIMENSIONS
Length of Hull - 40'
Beam - 14'

OWNER & CAPTAIN
Robert (Pete) Sweitzer
Tilghman, Maryland 21671

LOCATION
Dogwood Harbor
Tilghman, Maryland
Afloat

Captain Sweitzer has owned and operated this vessel for 41 years, during which time he has maintained her in an outstanding if plain manner. He has shaped his spars himself and done his own blacksmith work, such as making his dredges.

VESSEL: HILDA M. WILLING

	0	1	2	3	4	5	6	7	8	9	10
KEEL										X	
STEM											X
FRAMES/CHINE LOGS										X	
CLAMPS										X	
HULL PLANKING										X	
BOTTOM PLANKING										X	
DECK										X	
BEAMS										X	
RAILS										X	
MAST											X
BOOM											X
BOWSPRIT										X	
STANDING RIG										X	
RUN RIG									X		
SAILS								X			
PAINT WORK									X		
TRAILBOARDS									X		
LAYOUT BELOW								X			
YAWL BOAT & ENG.											X
DAVITS									X		
WINDERS & ENGINE											
DREDGES									X		
STEERING GEAR										X	
DECK STRUCTURES											X
CENTERBOARD										X	
CB WELL										X	
ELECTRICAL									X		
IRONWORK										X	
OTHER											

IS VESSEL PAID FOR: YES

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: 41 years

AVERAGE MAINTENANCE COST PER YEAR: $5,000.00+ captain's work

WHAT YOU THINK IS THE REAL VALUE: $60,000.00

HOW OLD ARE THE SAILS: 8 years

HOW MUCH FOR A SET OF SAILS: $7,000.00

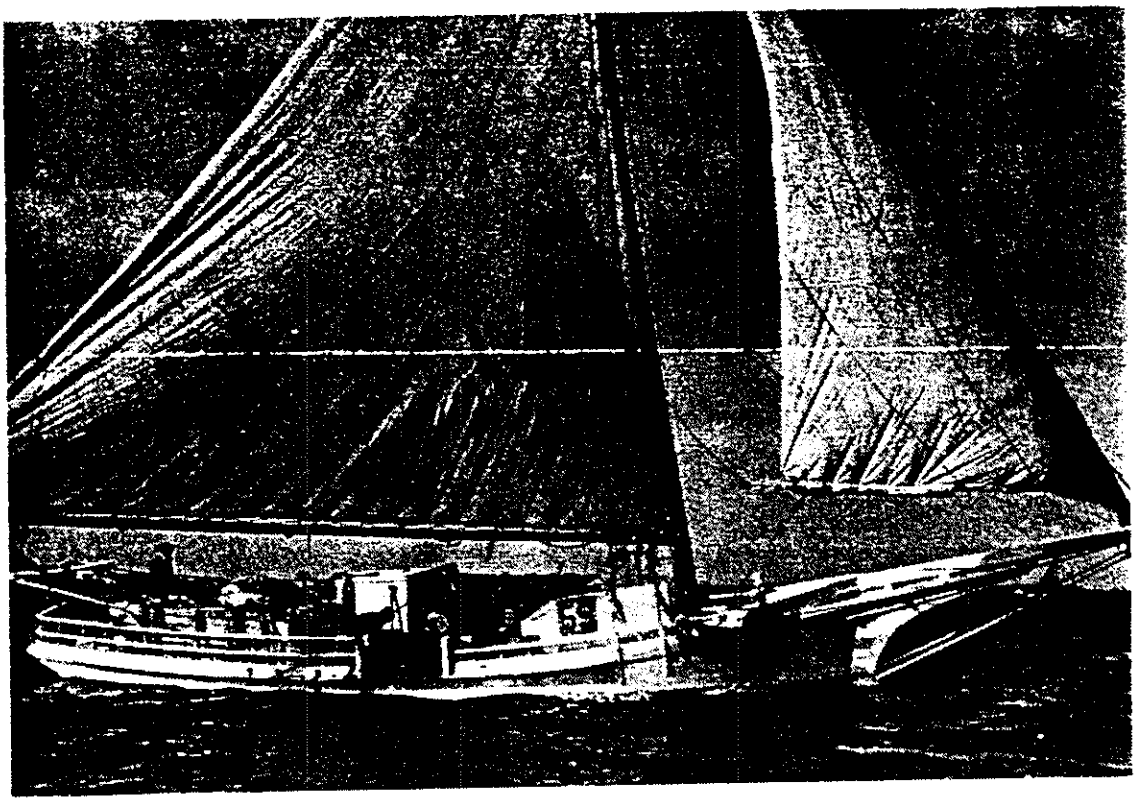
COST OF DREDGES: $800.00, he forges his own dredges

DO YOU OVERNIGHT ON BOARD: No, not any longer

WHAT YOU DO IN THE SUMMER: Crab pots

WHAT DID YOUR FATHER DO: Farmer

HOW MANY CREW: Captain+ 5



VESSEL
H. M. Krentz
Built 1955
Harryhogan, Virginia

BASIC DIMENSIONS
Length of Hull - 44.3'
Beam - 15.6'

OWNER & CAPTAIN
Edward Theodore (Ted) Webster
Mrs. Clifton Webster
Wenona, Maryland

LOCATION
Wenona, Maryland
Deal Island

This vessel was originally constructed and finished to excellent standards for the type. The hull is in remarkably good condition and it is evident that good material and wood preservatives were used.

There are, however, several sections of rot around the decks, the deck house, and the wheel box.

The bowsprit has considerable rotten work and is in poor repair.

The mast has a rough and unsuitable patch with a fiberglass overlay.

VESSEL: H. M. KRENTZ

	0	1	2	3	4	5	6	7	8	9	10
KEEL										X	
STEM									X		
FRAMES/CHINE LOGS										X	
CLAMPS									X		
HULL PLANKING									X		
BOTTOM PLANKING								X			
DECK								X			
BEAMS								X			
RAILS						X					
MAST							X				
BOOM				X							
BOWSPRIT							X				
STANDING RIG									X		
RUN RIG							X				
SAILS						X					
PAINT WORK						X					
TRAILBOARDS								X			
LAYOUT BELOW						X					
YAWL BOAT & ENG.						X					
DAVITS						X					
WINDERS & ENGINE									X		
DREDGES									X		
STEERING GEAR							X				
DECK STRUCTURES								X			
CENTERBOARD									X		
CB WELL											
ELECTRICAL			X					X			
IRONWORK											
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 8 years, his father Clifton Webster bought in 1966

AVERAGE MAINTENANCE COST PER YEAR: $8,000.00 to $10,000.00

WHAT YOU THINK IS THE REAL VALUE: $60,000.00

HOW OLD ARE THE SAILS: 8 years

HOW MUCH FOR A SET OF SAILS: $7,000.00 to $10,000.00

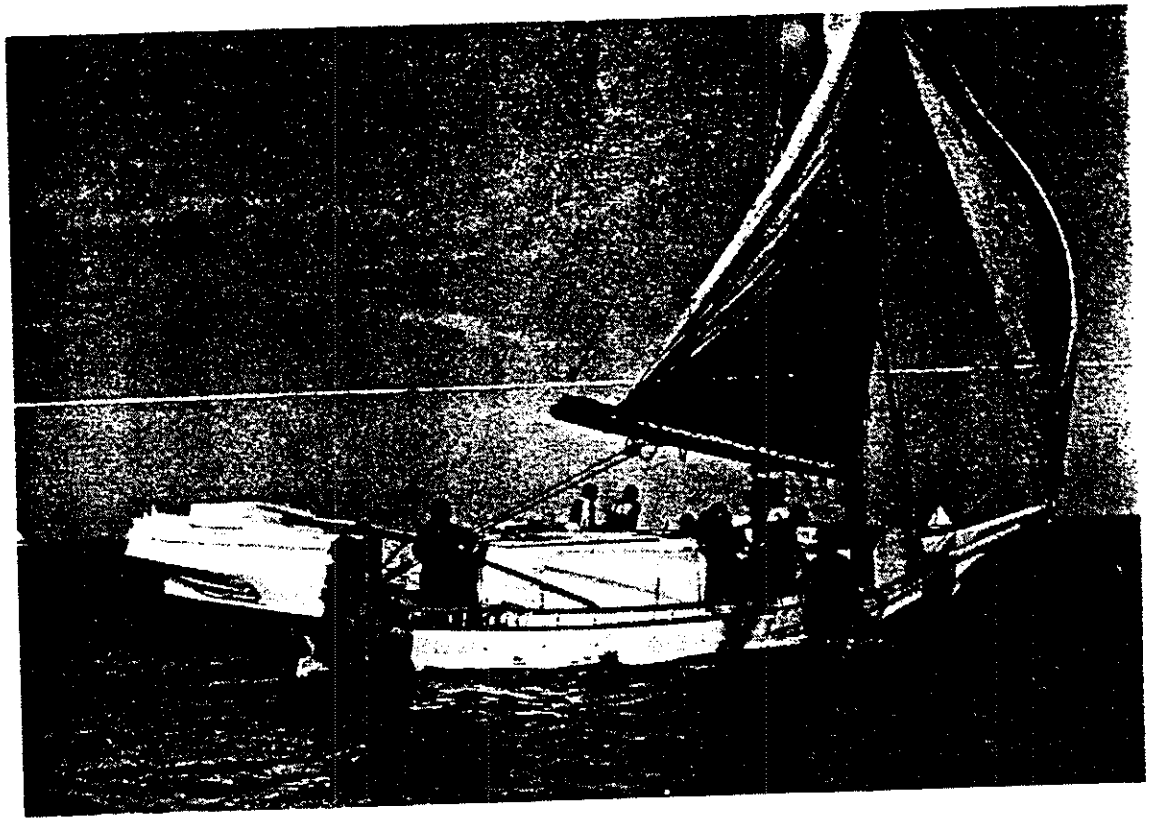
COST OF DREDGES: $750.00 a set

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Fishing parties

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: Captain plus 5 to 6



VESSEL
Howard
Built 1909
Deep Creek, Virginia

BASIC DIMENSIONS
Length of Hull - 45'
Beam - 15.3'

OWNER & CAPTAIN
Stanley Daniels
Wenona, Maryland

LOCATION
Wenona, Maryland
Deal Island

This vessel has been extensively rebuilt.

There is, however, much rot about the decks and deck structures. The deck has been much patched with short planks, which leaves this vessel weakened and badly hogged.

This vessel is in poor condition and should be completely rebuilt.

VESSEL: HILDA M. WILLING

0	1	2	3	4	5	6	7	8	9	10
KEEL									X	
STEM										X
FRAMES/CHINE LOGS									X	
CLAMPS									X	
HULL PLANKING									X	
BOTTOM PLANKING									X	
DECK									X	
BEAMS									X	
RAILS									X	
MAST										X
BOOM										X
BOWSPRIT									X	
STANDING RIG									X	
RUN RIG								X		
SAILS							X			
PAINT WORK								X		
TRAILBOARDS								X		
LAYOUT BELOW							X			
YAWL BOAT & ENG.										X
DAVITS								X		
WINDERS & ENGINE										
DREDGES								X		
STEERING GEAR									X	
DECK STRUCTURES										X
CENTERBOARD									X	
CB WELL									X	
ELECTRICAL								X		
IRONWORK									X	
OTHER										

IS VESSEL PAID FOR: YES

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: 41 years

AVERAGE MAINTENANCE COST PER YEAR: $5,000.00+ captain's work

WHAT YOU THINK IS THE REAL VALUE: $60,000.00

HOW OLD ARE THE SAILS: 8 years

HOW MUCH FOR A SET OF SAILS: $7,000.00

COST OF DREDGES: $800.00, he forges his own dredges

DO YOU OVERNIGHT ON BOARD: No, not any longer

WHAT YOU DO IN THE SUMMER: Crab pots

WHAT DID YOUR FATHER DO: Farmer

HOW MANY CREW: Captain+ 5

VESSEL: HOWARD

	0	1	2	3	4	5	6	7	8	9	10
KEEL					X						
STEM							X				
FRAMES/CHINE LOGS			X								
CLAMPS				X							
HULL PLANKING								X			
BOTTOM PLANKING							X				
DECK				X							
BEAMS					X						
RAILS						X					
MAST									X		
BOOM									X		
BOWSPRIT				X							
STANDING RIG					X						
RUN RIG					X						
SAILS					X						
PAINT WORK						X					
TRAILBOARDS					X						
LAYOUT BELOW						X					
YAWL BOAT & ENG.						X					
DAVITS					X						
WINDERS & ENGINE						X					
DREDGES								X			
STEERING GEAR						X					
DECK STRUCTURES						X					
CENTERBOARD							X				
CB WELL						X					
ELECTRICAL			X								
IRONWORK							X				
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 21 years

AVERAGE MAINTENANCE COST PER YEAR: $10,000.00 plus captain's time

WHAT YOU THINK IS THE REAL VALUE: $20,000.00 no less

HOW OLD ARE THE SAILS: 15 years

HOW MUCH FOR A SET OF SAILS: $5,000.00+ at Hong Kong

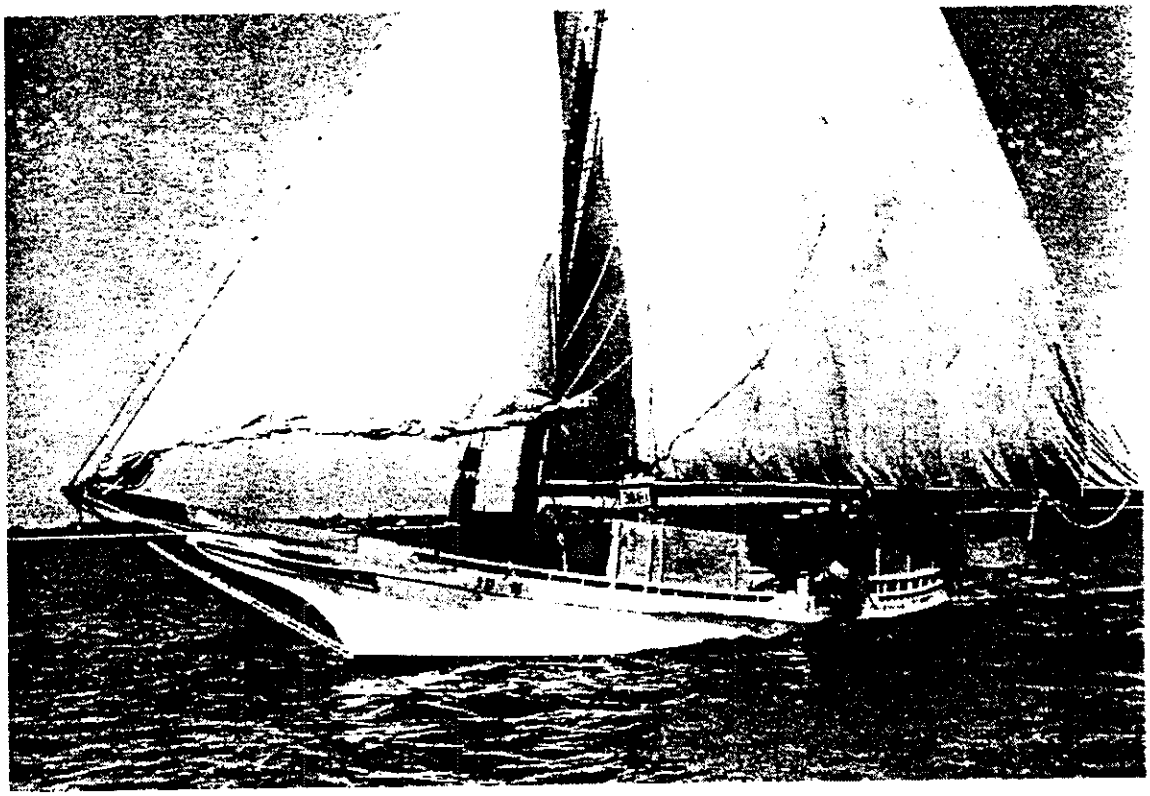
COST OF DREDGES: $750.00 a set

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Fishing parties

WHAT DID YOUR FATHER DO: Waterman, crab pots

HOW MANY CREW: Captain plus 6



VESSEL
Ida May
Built 1898
Urbanna, Virginia

BASIC DIMENSIONS
Length of Hull - 42.2'
Beam - 14.4'

OWNER & CAPTAIN
Elbert Gladden
Chance, Maryland

LOCATION
Chance, Maryland
Deal Island

This vessel has not been active recently and gives the appearance of being abandoned.

There is substantial rot around the decks and hatches and deck structures and many short planks in the decks.

A total rebuild is necessary.

VESSEL: IDA MAY

	0	1	2	3	4	5	6	7	8	9	10
KEEL						X					
STEM											
FRAMES/CHINE LOGS											
CLAMPS											
HULL PLANKING				X							
BOTTOM PLANKING											
DECK				X							
BEAMS											
RAILS			X								
MAST				X							
BOOM				X							
BOWSPRIT					X						
STANDING RIG	X										
RUN RIG				X							
SAILS											
PAINT WORK				X							
TRAILBOARDS				X							
LAYOUT BELOW			X								
YAWL BOAT & ENG.				X							
DAVITS					X						
WINDERS & ENGINE				X							
DREDGES											
STEERING GEAR				X							
DECK STRUCTURES		X									
CENTERBOARD			X								
CB WELL											
ELECTRICAL	X										
IRONWORK					X						
OTHER											

IS VESSEL PAID FOR: Yes, it is understood

INTEND TO WORK THIS YEAR: No, it is understood

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No, he never has

HOW LONG IN POSSESSION: 25 years or so

AVERAGE MAINTENANCE COST PER YEAR:

WHAT YOU THINK IS THE REAL VALUE:

HOW OLD ARE THE SAILS:

HOW MUCH FOR A SET OF SAILS:

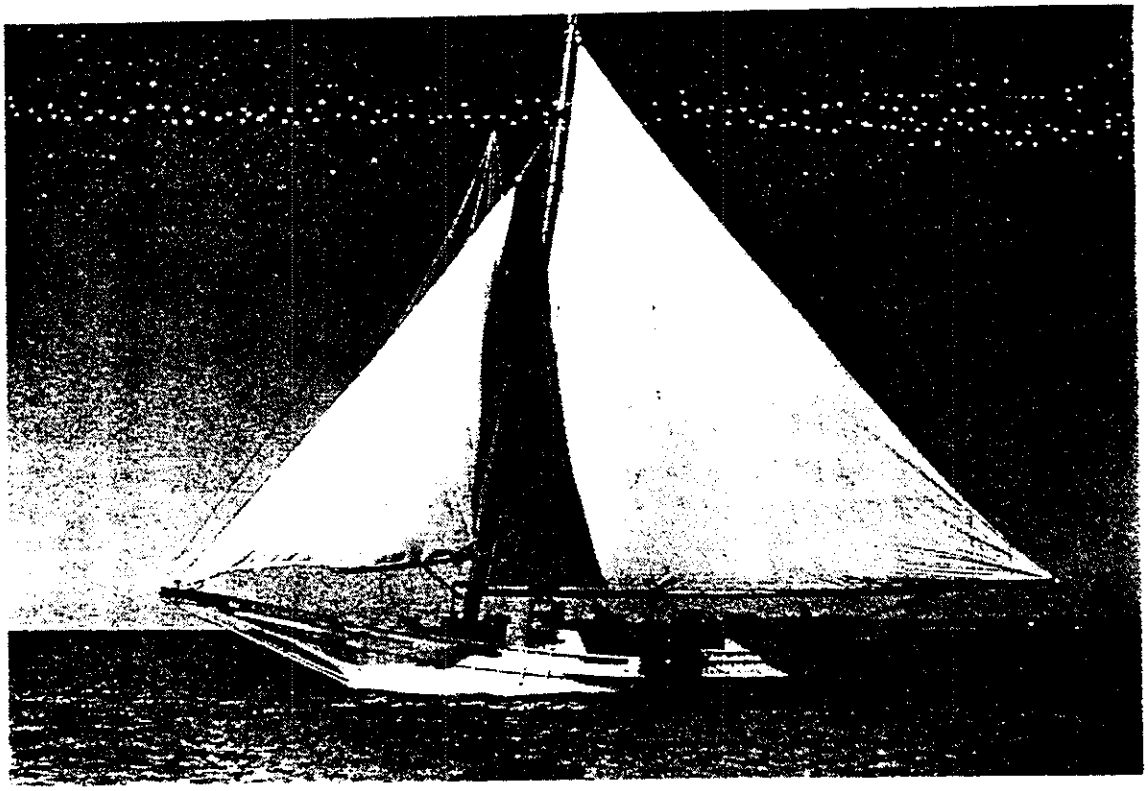
COST OF DREDGES:

DO YOU OVERNIGHT ON BOARD:

WHAT YOU DO IN THE SUMMER:

WHAT DID YOUR FATHER DO:

HOW MANY CREW:



VESSEL
Kathryn
Built 1901
Crisfield, Maryland

BASIC DIMENSIONS
Length of Hull - 50.0'
Beam - 16.8'

OWNER & CAPTAIN
Russell Dize
Willie Rowe
Tilghman, Maryland

LOCATION
Dogwood Harbor
Tilghman, Maryland
Afloat

This vessel is unique in that she is completely framed and the bottom is planked fore and aft instead of being cross planked as are the other skipjacks.

This vessel was almost completely rebuilt 30 years ago and has had excellent maintenance since. All departments show pride of ownership and the trailboards are superior in quality and finish.

VESSEL: KATHRYN

	0	1	2	3	4	5	6	7	8	9	10
KEEL									X		
STEM									X		
FRAMES/CHINE LOGS										X	
CLAMPS										X	
HULL PLANKING									X		
BOTTOM PLANKING									X		
DECK								X			
BEAMS									X		
RAILS									X		
MAST								X			
BOOM									X		
BOWSPRIT									X		
STANDING RIG									X		
RUN RIG									X		
SAILS								X			
PAINT WORK										X	
TRAILBOARDS											X
LAYOUT BELOW										X	
YAWL BOAT & ENG.									X		
DAVITS							X				
WINDERS & ENGINE									X		
DREDGES										X	
STEERING GEAR											X
DECK STRUCTURES										X	
CENTERBOARD								X			
CB WELL								X			
ELECTRICAL				X							
IRONWORK									X		
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 8 years

AVERAGE MAINTENANCE COST PER YEAR: $8,000.00 to $10,000.00

WHAT YOU THINK IS THE REAL VALUE: $75,000.00 to $80,000.00

HOW OLD ARE THE SAILS: 9 years

HOW MUCH FOR A SET OF SAILS: $8,000.00 to $10,000.00

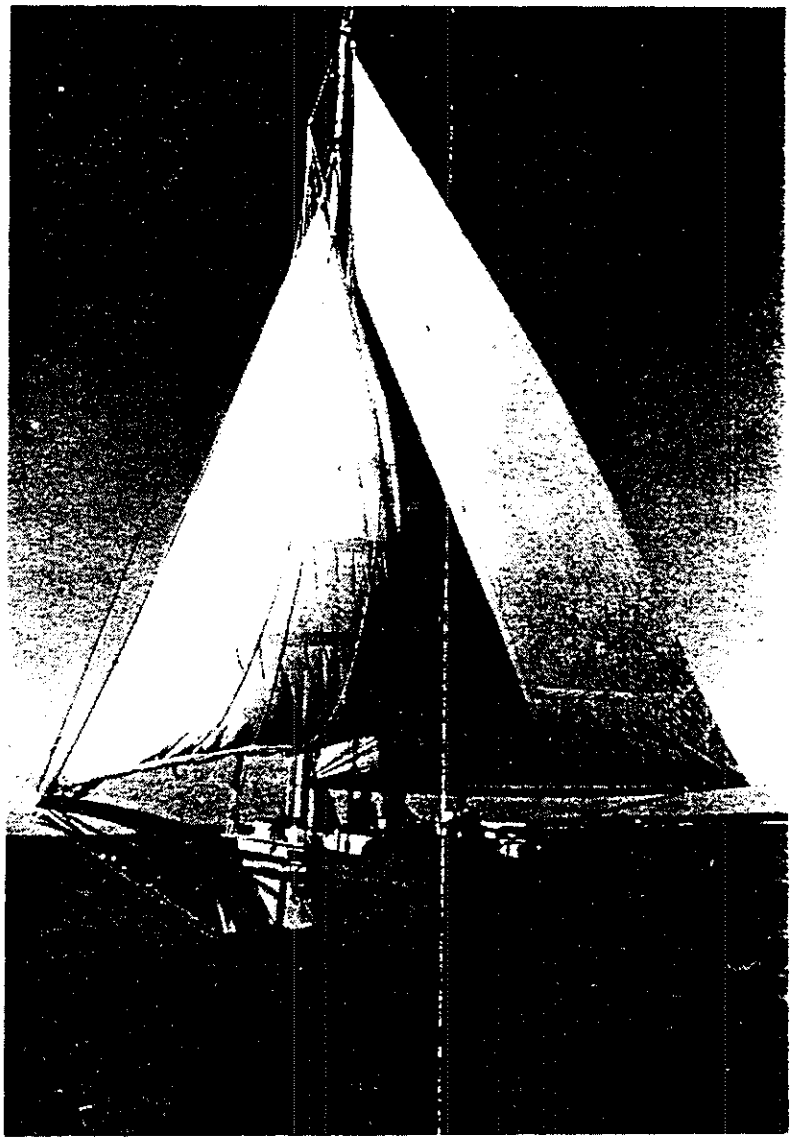
COST OF DREDGES: $900.00 to $1,000.00

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Clam and buy crabs

WHAT DID YOUR FATHER DO: Waterman and Bay freighter

HOW MANY CREW: Captain plus 6



VESSEL

Lady Katie
Built 1956
Wingate, Maryland

OWNER & CAPTAIN

Stanley Iarrimore
Tilghman, Maryland

BASIC DIMENSIONS

Length of Hull - 46.2'
Beam - 16.7'

LOCATION

Dogwood Harbor
Tilghman, Maryland
Afloat

This vessel has been well maintained over the years. She has been a summer cruise boat for eight years and is as well known as any skipjack on the Bay. The cabin is finished off.

VESSEL: LADY KATIE

	0	1	2	3	4	5	6	7	8	9	10
KEEL										X	
STEM									X		
FRAMES/CHINE LOGS										X	
CLAMPS										X	
HULL PLANKING								X			
BOTTOM PLANKING									X		
DECK								X			
BEAMS										X	
RAILS							X				
MAST								X			
BOOM							X				
BOWSPRIT								X			
STANDING RIG								X			
RUN RIG									X		
SAILS										X	
PAINT WORK										X	
TRAILBOARDS										X	
LAYOUT BELOW										X	
YAWL BOAT & ENG.										X	
DAVITS										X	
WINDERS & ENGINE										X	
DREDGES										X	
STEERING GEAR										X	
DECK STRUCTURES									X		
CENTERBOARD										X	
CB WELL									X		
ELECTRICAL								X			
IRONWORK									X		
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 12 years

AVERAGE MAINTENANCE COST PER YEAR: $6,000.00 plus captain's time

WHAT YOU THINK IS THE REAL VALUE: $75,000.00

HOW OLD ARE THE SAILS: 2 years

HOW MUCH FOR A SET OF SAILS: $5,000.00 at Hong Kong

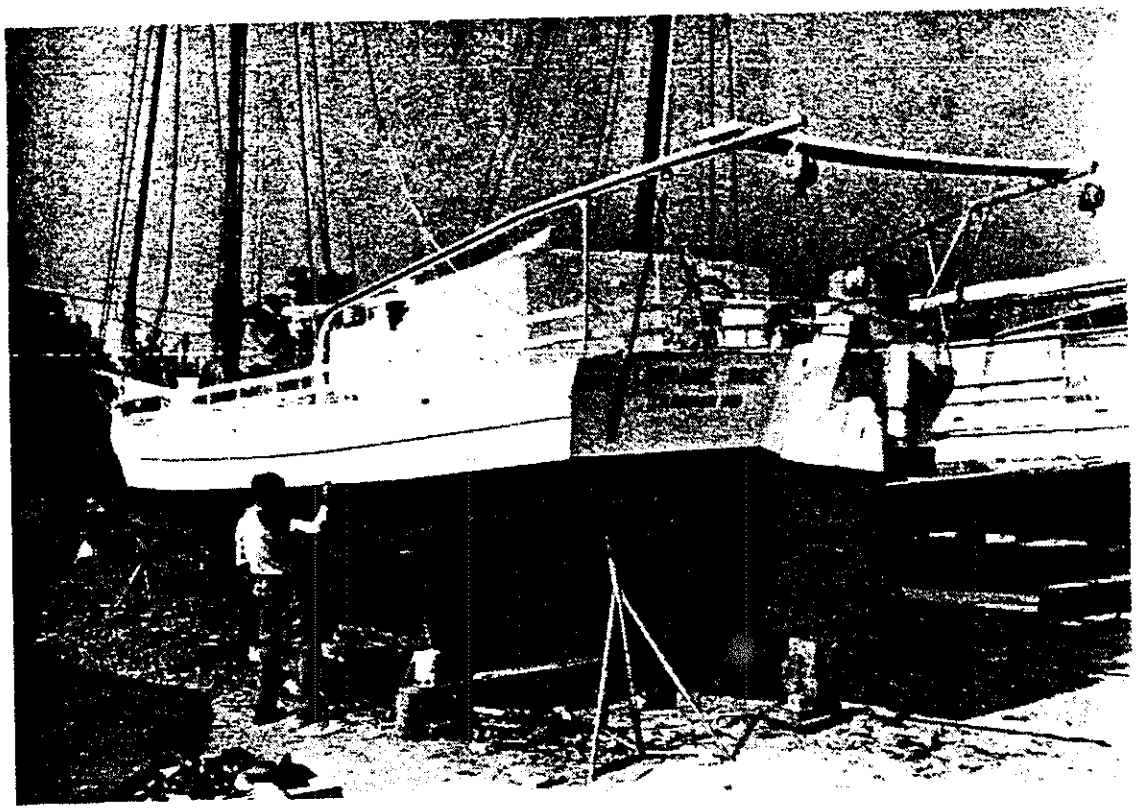
COST OF DREDGES: $850.00 a set

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Crab by trot line, fishing parties, sailing parties

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: Captain plus six



VESSELS
Lorraine Rose
Built 1949
Reedville, Virginia

BASIC DIMENSIONS
Length of Hull - 44.3'
Beam - 15.1'

OWNER & CAPTAIN
Questionable

LOCATION
Knapps Narrows
Tilghman, Maryland

This vessel has been laid up in a marsh for 5 years and can be considered abandoned. It is doubtful if there is any part of her that is salvageable except the steering gear and that is well worn.

VESSEL: LORRAINE ROSE

	0	1	2	3	4	5	6	7	8	9	10
KEEL	X										
STEM	X										
FRAMES/CHINE LOGS	X										
CLAMPS	X										
HULL PLANKING	X										
BOTTOM PLANKING	X										
DECK	X										
BEAMS	X										
RAILS	X										
MAST	X										
BOOM	X										
BOWSPRIT	X										
STANDING RIG	X										
RUN RIG	X										
SAILS	X										
PAINT WORK	X										
TRAILBOARDS	X										
LAYOUT BELOW	X										
YAWL BOAT & ENG.			X								
DAVITS	X										
WINDERS & ENGINE			X								
DREDGES	X										
STEERING GEAR				X							
DECK STRUCTURES	X										
CENTERBOARD	X										
CB WELL	X										
ELECTRICAL	X										
IRONWORK	X										
OTHER	X										

IS VESSEL PAID FOR: Uncertain

INTEND TO WORK THIS YEAR: NO

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: NA

AVERAGE MAINTENANCE COST PER YEAR: NA

WHAT YOU THINK IS THE REAL VALUE: Nothing

HOW OLD ARE THE SAILS: NA

HOW MUCH FOR A SET OF SAILS: NA

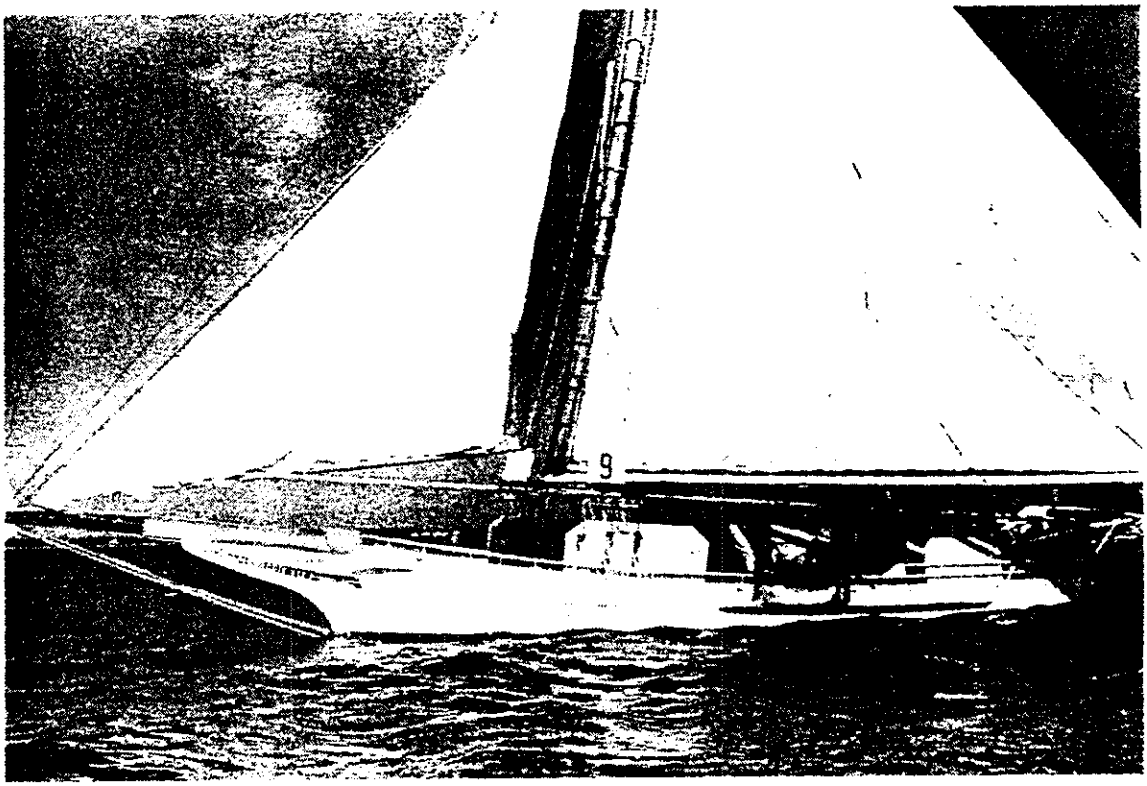
COST OF DREDGES:

DO YOU OVERNIGHT ON BOARD:

WHAT YOU DO IN THE SUMMER:

WHAT DID YOUR FATHER DO:

HOW MANY CREW:



VESSEL
Maggie Lee
Built 1903
Pocomoke City

BASIC DIMENSIONS
Length of Hull - 51'
Beam - 16'

OWNER & CAPTAIN
Buddy Harrison
Tilghman Island

LOCATION
Calvert Marine Museum
Solomons, Maryland

This vessel is in an advanced state of deterioration in all departments. Normal maintenance has been neglected.

The sheathing on the deck was left down all summer, contributing to rot in the decks. The hatch covers have been left tight all summer, preventing necessary ventilation. This vessel is badly hogged and seriously weakened because of rot, fastening failure, and short planks in the deck.

VESSEL: MAGGIE LEE

	0	1	2	3	4	5	6	7	8	9	10
KEEL											
STEM			X								
FRAMES/CHINE LOGS			X								
CLAMPS			X								
HULL PLANKING			X								
BOTTOM PLANKING			X								
DECK			X								
BEAMS			X								
RAILS					X						
MAST				X							
BOOM				X							
BOWSPRIT			X								
STANDING RIG				X							
RUN RIG				X							
SAILS											
PAINT WORK					X						
TRAILBOARDS								X			
LAYOUT BELOW		X									
YAWL BOAT & ENG.				X							
DAVITS				X							
WINDERS & ENGINE				X							
DREDGES											
STEERING GEAR								X			
DECK STRUCTURES				X							
CENTERBOARD					X						
CB WELL					X						
ELECTRICAL		X				X					
IRONWORK											
OTHER											

IS VESSEL PAID FOR: Assumed to be

INTEND TO WORK THIS YEAR: No

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: Three years

AVERAGE MAINTENANCE COST PER YEAR:

WHAT YOU THINK IS THE REAL VALUE:

HOW OLD ARE THE SAILS:

HOW MUCH FOR A SET OF SAILS:

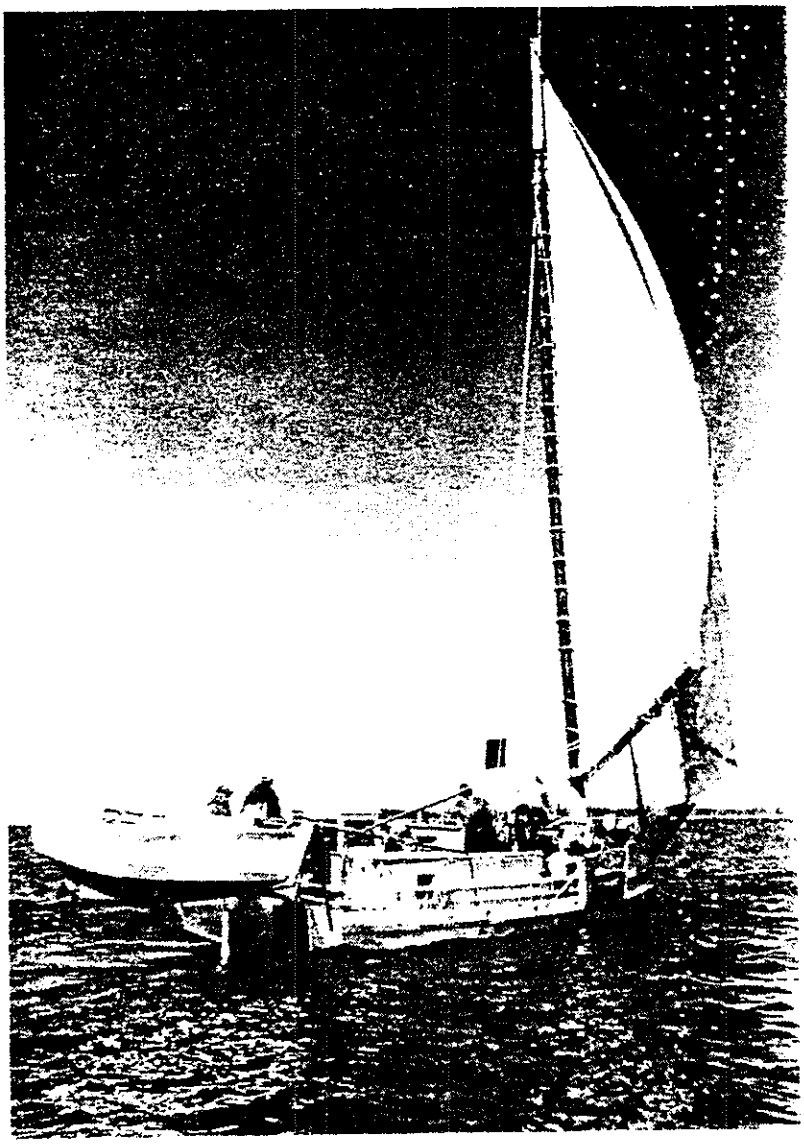
COST OF DREDGES:

DO YOU OVERNIGHT ON BOARD:

WHAT YOU DO IN THE SUMMER:

WHAT DID YOUR FATHER DO:

HOW MANY CREW:



VESSEL

Minnie V.
Built 1906-1981
Deal Island, Maryland

OWNER & CAPTAIN

City of Baltimore
Maryland Historical
Society

BASIC DIMENSIONS

Length of Hull - 45'
Beam - 15'

MANAGER, OYSTER DREDGING

Buddy Harrison
Tilghman, Maryland

LOCATION

Tilghman, Maryland

After an active life, this vessel was acquired by the City of Baltimore during the early 1970s and was there used for display purposes. In 1980 or so, this vessel was found to be seriously out of shape and rotten.

This vessel was substantially rebuilt in Baltimore during 1981 in such a manner that the original documentation was continued. The steering gear, the nameboards and the rig were transferred to the rebuilt hull and deck.

This vessel has been certified by the U.S. Coast Guard to carry 24 passengers in Baltimore Harbor. During the winters, this vessel has been active as a dredge boat out of Tilghman Island under the management of Buddy Harrison.

Being active year around is very good for the vessel and she earns a year-around profit that exceeds annual maintenance costs.

VESSEL: MINNIE V.

	0	1	2	3	4	5	6	7	8	9	10
KEEL											X
STEM										X	
FRAMES/CHINE LOGS										X	
CLAMPS											X
HULL PLANKING										X	
BOTTOM PLANKING										X	
DECK										X	
BEAMS										X	
RAILS										X	
MAST						X					
BOOM										X	
BOWSPRIT							X				
STANDING RIG										X	
RUN RIG									X		
SAILS								X			
PAINT WORK								X			
TRAILBOARDS											X
LAYOUT BELOW										X	
YAWL BOAT & ENG.								X			
DAVITS								X			
WINDERS & ENGINE									X		
DREDGES									X		
STEERING GEAR										X	
DECK STRUCTURES										X	
CENTERBOARD										X	
CB WELL								X			
ELECTRICAL									X		
IRONWORK											
OTHER											

IS VESSEL PAID FOR:

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: plus or minue 15 years

AVERAGE MAINTENANCE COST PER YEAR:

WHAT YOU THINK IS THE REAL VALUE:

HOW OLD ARE THE SAILS:

HOW MUCH FOR A SET OF SAILS:

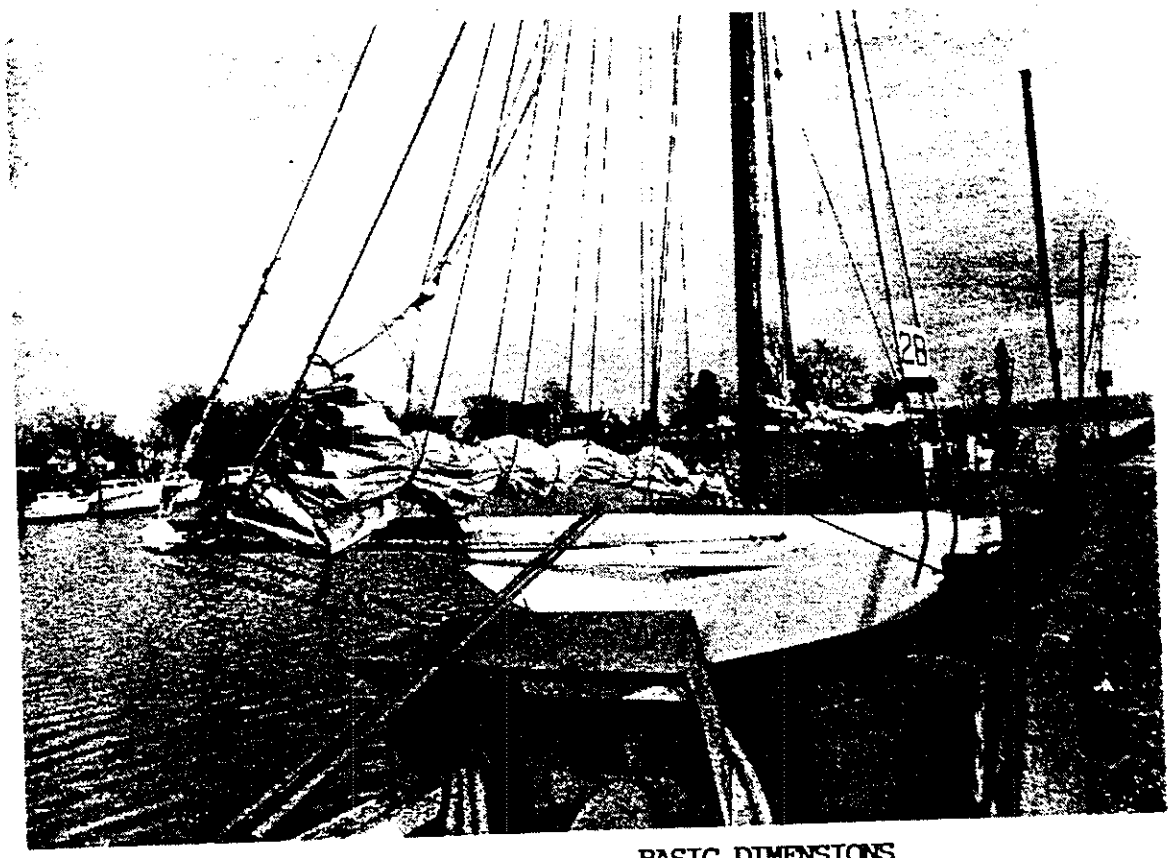
COST OF DREDGES:

DO YOU OVERNIGHT ON BOARD:

WHAT YOU DO IN THE SUMMER:

WHAT DID YOUR FATHER DO:

HOW MANY CREW:



VESSEL
Nellie L. Byrd
Built 1911
Oriole, Maryland

BASIC DIMENSIONS
Length of Hull - 53.6'
Beam - 16.7'

OWNER & CAPTAIN
Darryl Larrimore
Box 344
Tilghman, Maryland 21671

LOCATION
Dogwood Harbor
Tilghman, Maryland

This vessel was in extremely bad condition until 1985 when acquired by Captain Larrimore. He has almost completely rebuilt her. Captain Larrimore bought her for $4,000.00 and has spent $65,000.00 in materials and outside labor.

The davits, pipe rails, etc. are new. The decks and deck beam have not yet been done.

VESSEL: NELLIE L. BYRD

	0	1	2	3	4	5	6	7	8	9	10
KEEL										X	
STEM									X		
FRAMES/CHINE LOGS										X	
CLAMPS						X					
HULL PLANKING											
BOTTOM PLANKING											
DECK			X								
BEAMS			X								
RAILS										X	
MAST										X	
BOOM											
BOWSPRIT											
STANDING RIG										X	
RUN RIG								X			
SAILS									X		
PAINT WORK								X			
TRAILBOARDS											
LAYOUT BELOW						X					
YAWL BOAT & ENG.								X			
DAVITS											
WINDERS & ENGINE									X		
DREDGES							X				
STEERING GEAR										X	
DECK STRUCTURES							X				
CENTERBOARD									X		
CB WELL											
ELECTRICAL		X									
IRONWORK								X			
OTHER											

IS VESSEL PAID FOR: Yes, Mortgage on house

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 3 years

AVERAGE MAINTENANCE COST PER YEAR: $10,000.00 plus captain's time

WHAT YOU THINK IS THE REAL VALUE: $50,000.00

HOW OLD ARE THE SAILS: Main new; jib 6 years

HOW MUCH FOR A SET OF SAILS: Main $7,300.00

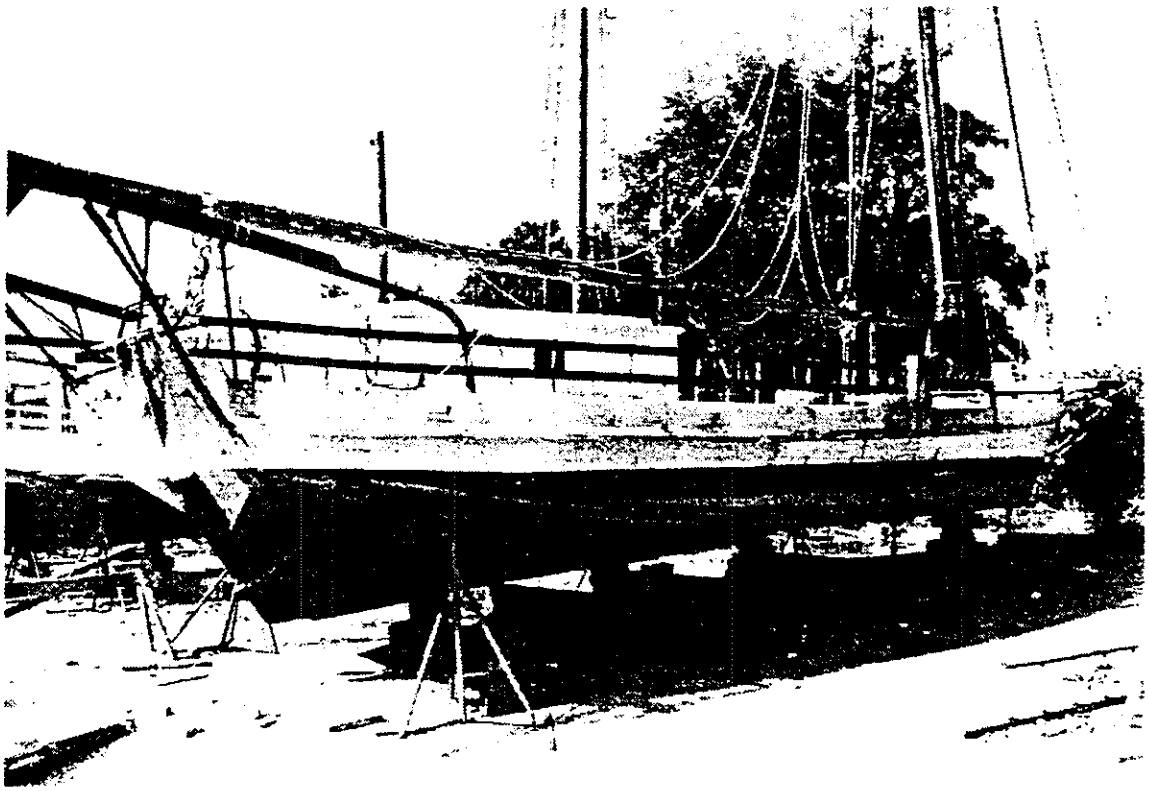
COST OF DREDGES: $1,000.00 a pair

DO YOU OVERNIGHT ON BOARD: Yes but rough

WHAT YOU DO IN THE SUMMER: Carpenter boat and house, fishing and sailing parties

WHAT DID YOUR FATHER DO: Waterman and tugboat

HOW MANY CREW: Captain plus 4 to 6



VESSEL
Ralph T. Webster
Built 1905
Oriole, Maryland

BASIC DIMENSIONS
Length of Hull- 47.7'
Beam - 15.3'

OWNER & CAPTAIN
Unknown

LOCATION
Knapp Narrows
Tilghman, Maryland
Blocked up ashore

This vessel is laid up in a marsh and can be considered abandoned. It is doubtful if any part of her is salvageable except the steering gear and that is well worn.

VESSEL: RALPH WEBSTER

	0	1	2	3	4	5	6	7	8	9	10
KEEL	X										
STEM	X										
FRAMES/CHINE LOGS	X										
CLAMPS	X										
HULL PLANKING	X										
BOTTOM PLANKING	X										
DECK	X										
BEAMS	X										
RAILS	X										
MAST	X										
BOOM	X										
BOWSPRIT	X										
STANDING RIG	X										
RUN RIG	X										
SAILS	X										
PAINT WORK	X										
TRAILBOARDS											
LAYOUT BELOW	X										
YAWL BOAT & ENG.		X									
DAVITS			X								
WINDERS & ENGINE			X								
DREDGES											
STEERING GEAR					X						
DECK STRUCTURES	X										
CENTERBOARD	X										
CB WELL	X										
ELECTRICAL	X										
IRONWORK			X								
OTHER											

IS VESSEL PAID FOR: _____

INTEND TO WORK THIS YEAR: No

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: _____

AVERAGE MAINTENANCE COST PER YEAR: _____

WHAT YOU THINK IS THE REAL VALUE: Nothing

HOW OLD ARE THE SAILS: _____

HOW MUCH FOR A SET OF SAILS: _____

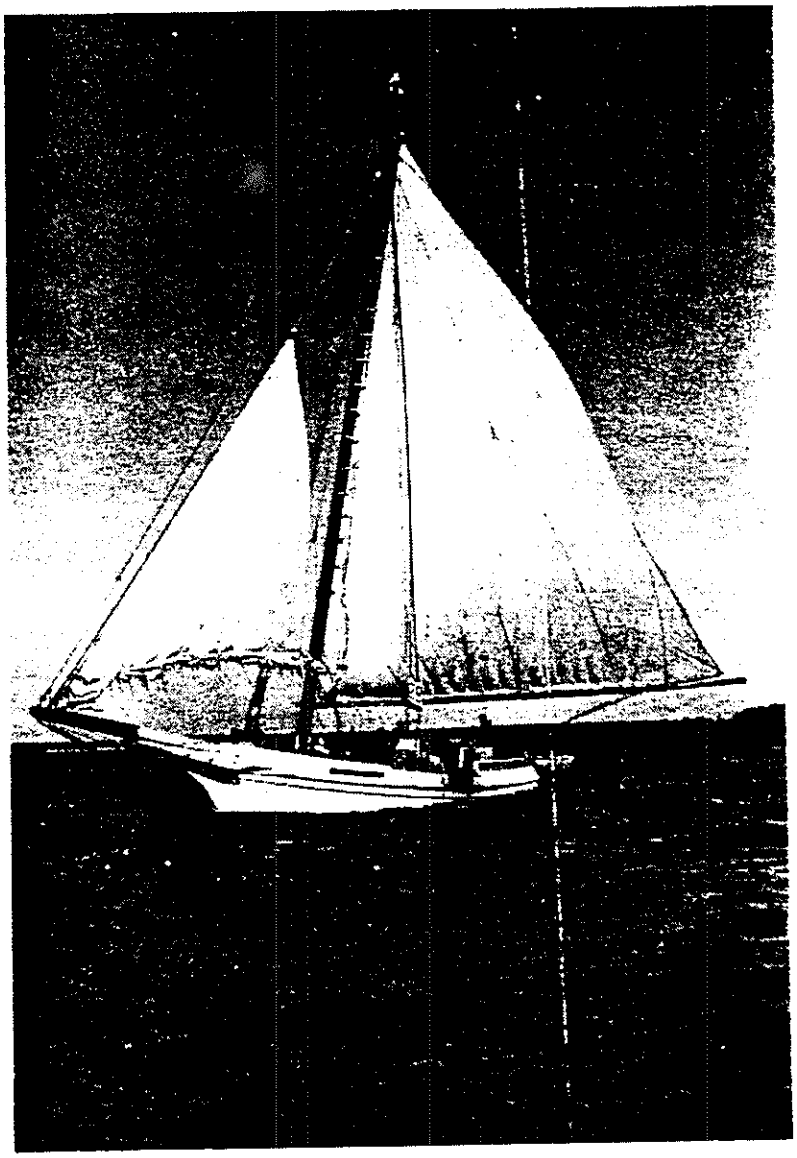
COST OF DREDGES: _____

DO YOU OVERNIGHT ON BOARD: _____

WHAT YOU DO IN THE SUMMER: _____

WHAT DID YOUR FATHER DO: _____

HOW MANY CREW: _____



VESSEL

Rebecca T. Ruark
Built 1886
Taylors Island, Maryland

OWNER & CAPTAIN

Wade H. Murphy, Jr.
P. O. Box 65
Tilghman, Maryland

BASIC DIMENSIONS

Length of Hull - 47.3'
Beam - 15.7'

LOCATION

Dogwood Harbor
Tilghman, Maryland

This vessel, although it is referred to as a skipjack because of the rig, was originally constructed as a sloop with a gaff mainsail and the hull was round bilged, framed, planked and ceiled. This is the last sloop hull known to remain on the Chesapeake Bay.

This vessel was acquired by Wade H. Murphy, Jr. in 1984 and was found to be generally rotten and in a seriously weakened state. After working for one season she was taken to Degles Shipyard at Deltaville, Virginia, for an extensive rebuilding, which included all new frames and hull planking. After returning to Tilghman, new clamps were fitted and deck beams and deck planking were replaced. The after cabin was constructed of all new materials.

This work was done for approximately $80,000.00, some of which was borrowed on Captain Murphy's house.

VESSEL: REBECCA T. RUARK

	0	1	2	3	4	5	6	7	8	9	10
KEEL											X
STEM											X
FRAMES/CHINE LOGS										X	
CLAMPS										X	
HULL PLANKING										X	
BOTTOM PLANKING										X	
DECK										X	
BEAMS											X
RAILS										X	
MAST									X		
BOOM								X			
BOWSPRIT								X			
STANDING RIG									X		
RUN RIG									X		
SAILS							X				
PAINT WORK									X		
TRAILBOARDS								X			
LAYOUT BELOW								X			
YAWL BOAT & ENG.								X			
DAVITS										X	
WINDERS & ENGINE									X		
DREDGES										X	
STEERING GEAR										X	
DECK STRUCTURES										X	
CENTERBOARD										X	
CB WELL								X			
ELECTRICAL					X						
IRONWORK								X			
OTHER											

IS VESSEL PAID FOR: Yes but has a loan on home at Tilghman

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 4 years

AVERAGE MAINTENANCE COST PER YEAR: $8,000.00 plus captain's time

WHAT YOU THINK IS THE REAL VALUE: $80,000.00 plus ?

HOW OLD ARE THE SAILS: 8 years

HOW MUCH FOR A SET OF SAILS: $10,000.00 at Hong Kong

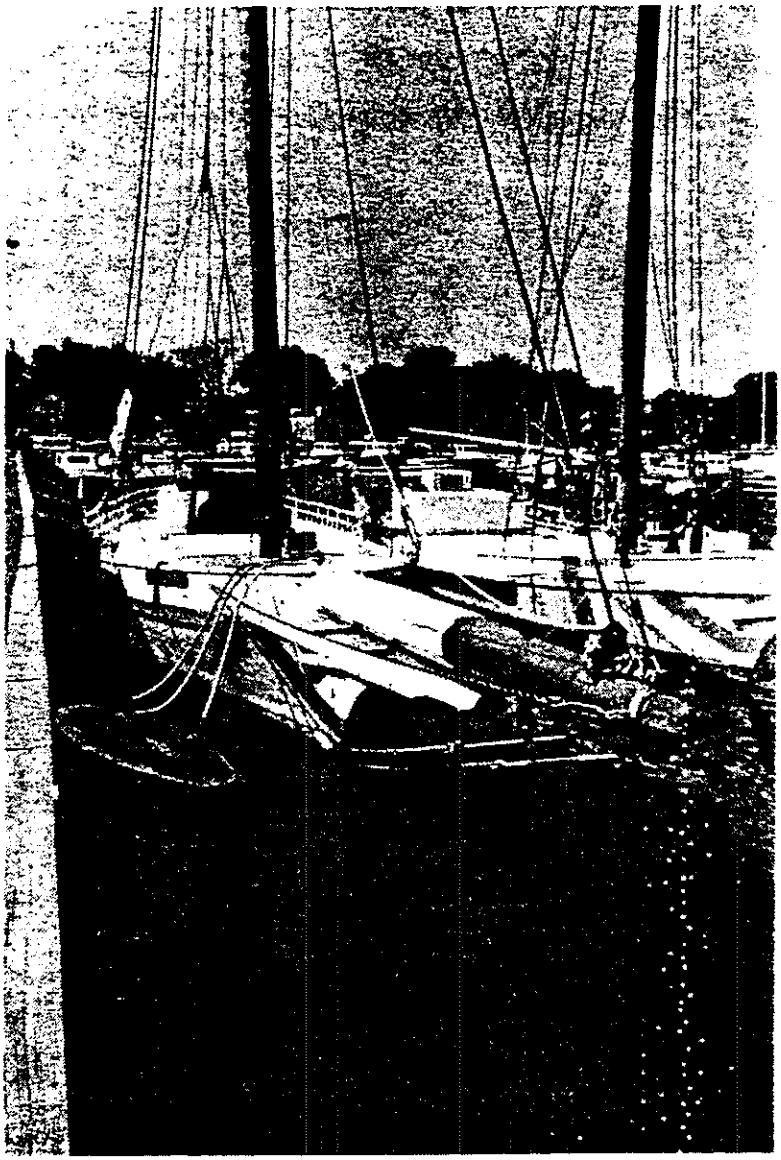
COST OF DREDGES: $900.00 to $1,000.00

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Crab trotline, and crabbing parties

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: Captain plus 5



VESSEL

Ruby G. Ford
Built 1891
Fairmount, Maryland

OWNER & CAPTAIN

Bartlett Murphy
Tilghman, Maryland

BASIC DIMENSIONS

Length of Hull - 45'
Beam - 15"

LOCATION

Severn Marine Services
Tilghman, Maryland
Blocked up ashore

This is the oldest extant vessel of her type. She is in very bad condition and has not been working for at least five years.

There is little left to patch, and almost total rebuilding with new materials is necessary.

Captain Murphy owns and operates the skipjack Esther F.

VESSEL: RUBY G. FORD

	0	1	2	3	4	5	6	7	8	9	10
KEEL			X								
STEM	X										
FRAMES/CHINE LOGS	X										
CLAMPS	X										
HULL PLANKING	X										
BOTTOM PLANKING	X										
DECK	X										
BEAMS	X										
RAILS	X										
MAST	X										
BOOM	X										
BOWSPRIT	X										
STANDING RIG	X										
RUN RIG	X										
SAILS											
PAINT WORK	X										
TRAILBOARDS					X						
LAYOUT BELOW	X										
YAWL BOAT & ENG.	X										
DAVITS				X							
WINDERS & ENGINE	X										
DREDGES	X										
STEERING GEAR							X				
DECK STRUCTURES	X										
CENTERBOARD	X										
CB WELL	X										
ELECTRICAL	X										
IRONWORK	X										
OTHER	X										

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: No

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: plus or minue 12 years

AVERAGE MAINTENANCE COST PER YEAR: NA

WHAT YOU THINK IS THE REAL VALUE: NA

HOW OLD ARE THE SAILS: NA

HOW MUCH FOR A SET OF SAILS:

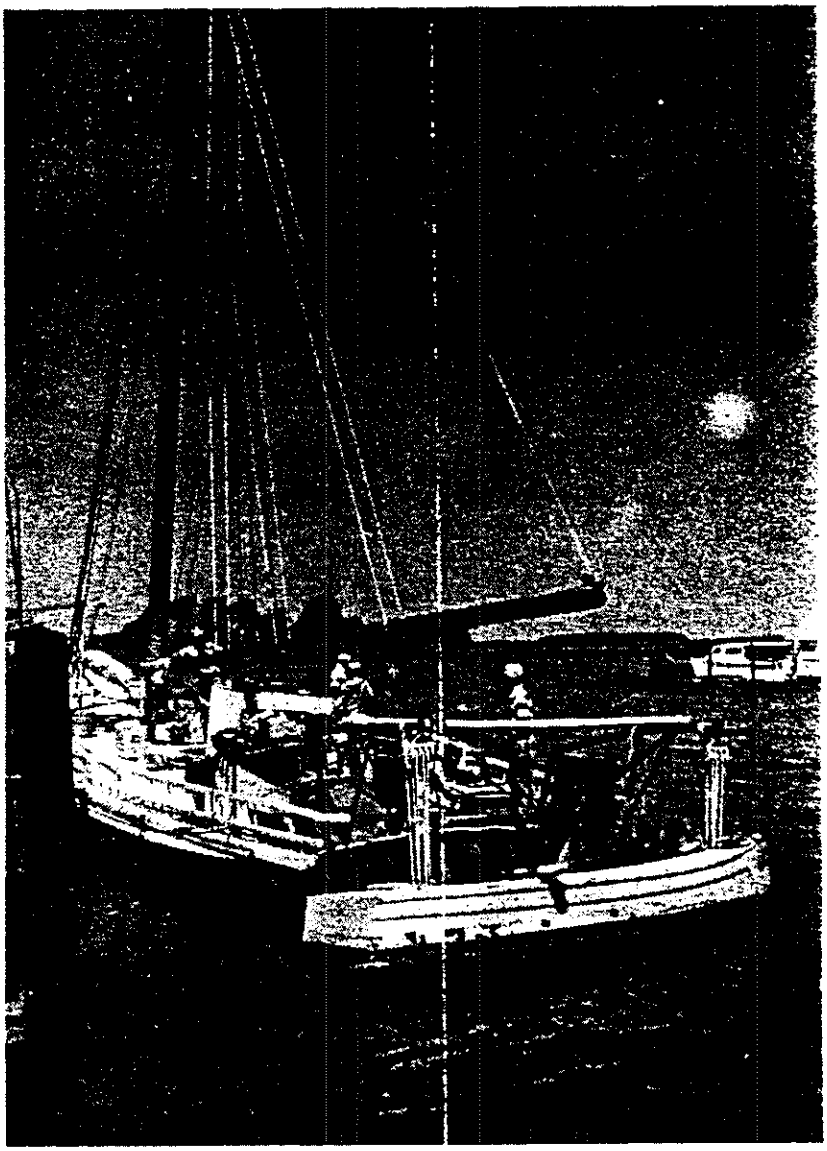
COST OF DREDGES:

DO YOU OVERNIGHT ON BOARD: NA

WHAT YOU DO IN THE SUMMER:

WHAT DID YOUR FATHER DO:

HOW MANY CREW:



VESSEL

Sigsbee
Built 1901
Deal Island, Maryland

OWNER & CAPTAIN

Wade H. Murphy, Jr.
P. O. Box 65
Tilghman, Maryland

BASIC DIMENSIONS

Length of Hull - 47'
Beam - 15.9'

LOCATION

Dogwood Harbor
Tilghman Island

Captain Murphy has owned the Sigsbee since 1963 and has spent approximately $80,000.00 on repairs. However, the needed major rebuilding has not been undertaken. There are a large number of short planks and timbers that do not provide the necessary strength and the hull is rather badly hogged. The decks have considerable rot and the deck beams are not serving as they should. The rig and the equipment are in good condition. The hull, deck, and deck structures should be rebuilt.

Bay Magazine owned this vessel for two years or so, but could not manage her and therefore returned her to Captain Murphy.

VESSEL: SIGSBEE

	0	1	2	3	4	5	6	7	8	9	10
KEEL				X							
STEM						X					
FRAMES/CHINE LOGS				X							
CLAMPS				X							
HULL PLANKING					X						
BOTTOM PLANKING					X						
DECK				X							
BEAMS			X								
RAILS											
MAST							X				
BOOM							X				
BOWSPRIT								X			
STANDING RIG					X						
RUN RIG					X						
SAILS							X				
PAINT WORK			X								
TRAILBOARDS	X										
LAYOUT BELOW		X									
YAWL BOAT & ENG.						X					
DAVITS				X							
WINDERS & ENGINE					X						
DREDGES					X						
STEERING GEAR					X						
DECK STRUCTURES			X								
CENTERBOARD					X						
CB WELL					X						
ELECTRICAL		X									
IRONWORK							X				
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Uncertain

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: 25 years

AVERAGE MAINTENANCE COST PER YEAR: $8,000.00 to $10,000.00

WHAT YOU THINK IS THE REAL VALUE: $25,000.00

HOW OLD ARE THE SAILS: 3 years

HOW MUCH FOR A SET OF SAILS: $7,000.00

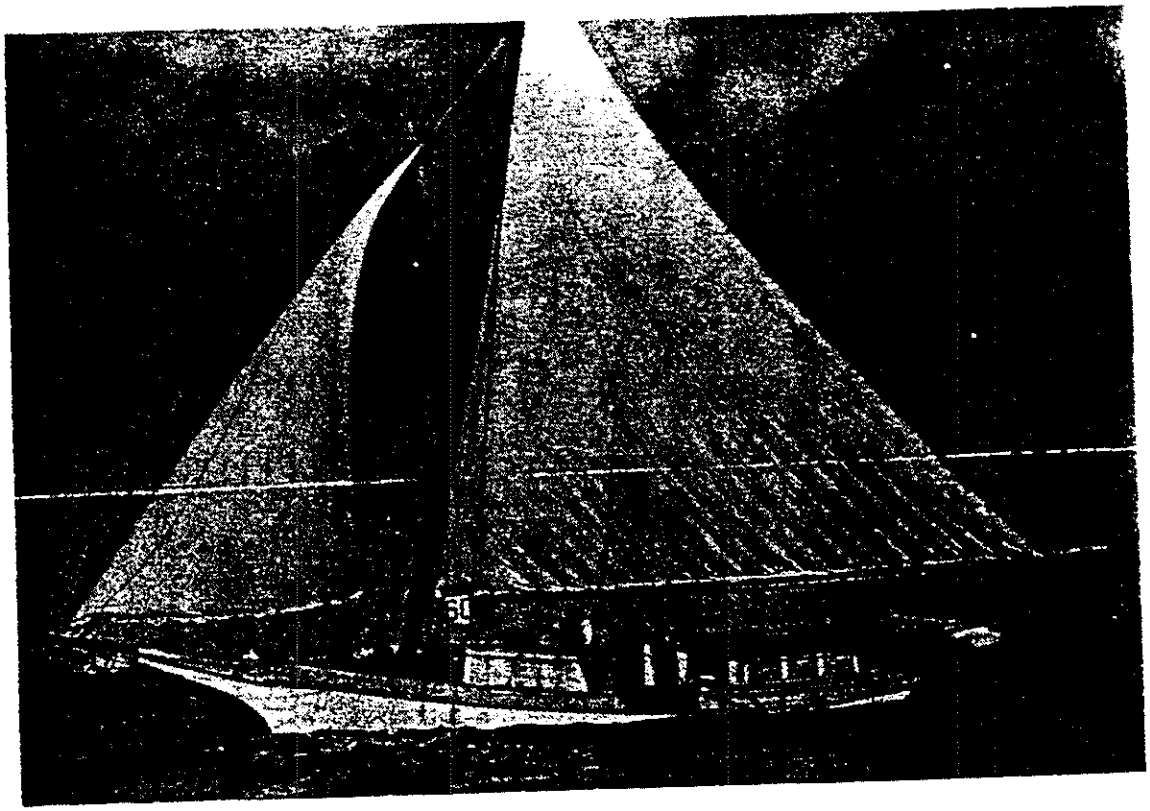
COST OF DREDGES: $800.00 to $1,000.00 a pair

DO YOU OVERNIGHT ON BOARD: No

WHAT YOU DO IN THE SUMMER: crab trot line

WHAT DID YOUR FATHER DO: waterman

HOW MANY CREW: Captain plus 5



VESSEL
Stanley Norman
Built 1902
Salisbury, Maryland

BASIC DIMENSIONS
Length of Hull - 47.5'
Beam - 15.3'

OWNER & CAPTAIN
Edwared K. Farley
P. O. Box 582
St. Michaels, Maryland

LOCATION
Tilghman, Maryland
Blocked up ashore

Captain Farley acquired the Stanley Norman in 1974 when she was in poor condition. He has since completed a rather extensive rebuilding using excellent methods and materials. The rebuild included new deck beams, deck stem, bow, long head, sheer planks, and the stern. The yawl boat and the after cabin have been completely replaced and the finish work is to a high level.

Captain Farley accomplished this work over several summers with a cost of perhaps $25,000.00 in materials. There is a small second mortgage on this vessel.

This vessel has been approved by the U.S. Coast Guard for carrying 24 passengers on rivers and tributaries of Chesapeake Bay north of Smith Point and contiguous waters one mile from shore. The equipment required by the U.S. Coast Guard is extensive and there is additional equipment which is not commonly found.

This vessel is active in carrying students for the Chesapeake Bay Foundation.

VESSEL: STANLEY NORMAN

	0	1	2	3	4	5	6	7	8	9	10
KEEL										X	
STEM										X	
FRAMES/CHINE LOGS										X	
CLAMPS										X	
HULL PLANKING									X		
BOTTOM PLANKING									X		
DECK										X	
BEAMS										X	
RAILS										X	
MAST									X		
BOOM									X		
BOWSPRIT										X	
STANDING RIG										X	
RUN RIG									X		
SAILS			X								
PAINT WORK								X			
TRAILBOARDS								X			
LAYOUT BELOW										X	
YAWL BOAT & ENG.											X
DAVITS										X	
WINDERS & ENGINE										X	
DREDGES										X	
STEERING GEAR											
DECK STRUCTURES											X
CENTERBOARD						X					
CB WELL							X				
ELECTRICAL											X
IRONWORK											
OTHER										X	

IS VESSEL PAID FOR: Yes but has a small second mortgage

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 1974 14 years

AVERAGE MAINTENANCE COST PER YEAR: $8,000.00 to $10,000.00+ Captain time

WHAT YOU THINK IS THE REAL VALUE: $75,000.00

HOW OLD ARE THE SAILS: 14 years

HOW MUCH FOR A SET OF SAILS: $5,000.00 in Hong Kong to $13,000.00 here

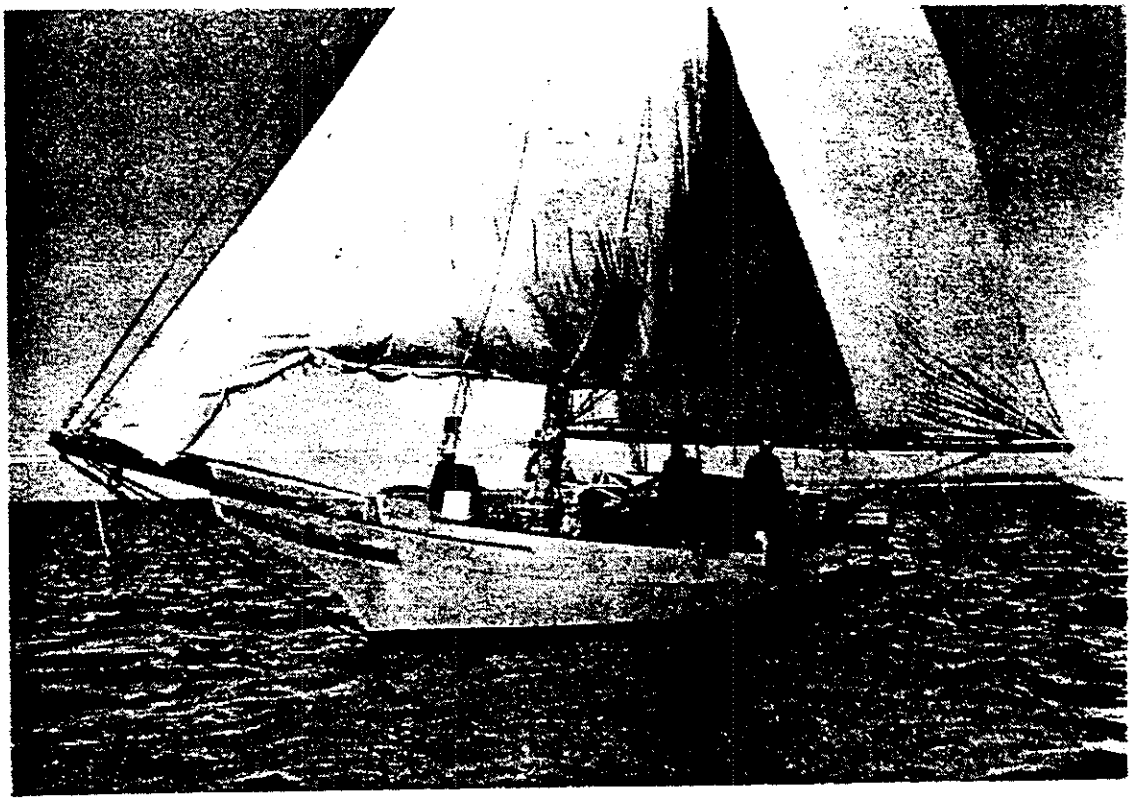
COST OF DREDGES: $450.00 for one and $900.00 a pair

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Charter for Chesapeake Bay Foundation and others
Shipwright and joinerwork

WHAT DID YOUR FATHER DO: Tool factory manager

HOW MANY CREW: Captain= 4 to 6



VESSEL
Susan Mae
Built 1901
Pocomoke City, Maryland

BASIC DIMENSIONS
Length of Hull - 46'
Beam - 15.9'

OWNER & CAPTAIN
Clifton Benton
Wenona, Maryland

LOCATION
Wenona, Maryland
Deal Island

This vessel has not been worked at dredging oysters in three years. Recently put up in the marsh, she must be considered abandoned.

She is rotten in all departments and badly hogged.

VESSEL: SUSAN MAE

	0	1	2	3	4	5	6	7	8	9	10
KEEL	X										
STEM	X										
FRAMES/CHINE LOGS	X										
CLAMPS	X										
HULL PLANKING	X										
BOTTOM PLANKING	X										
DECK	X										
BEAMS	X										
RAILS	X										
MAST	X										
BOOM	X										
BOWSPRIT	X										
STANDING RIG	X										
RUN RIG											
SAILS	X										
PAINT WORK									X		
TRAILBOARDS	X										
LAYOUT BELOW											
YAWL BOAT & ENG.											
DAVITS				X							
WINDERS & ENGINE				X							
DREDGES											
STEERING GEAR						X					
DECK STRUCTURES	X										
CENTERBOARD	X										
CB WELL	X										
ELECTRICAL	X										
IRONWORK	X										
OTHER											

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: No

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: No

HOW LONG IN POSSESSION: _____

AVERAGE MAINTENANCE COST PER YEAR: _____

WHAT YOU THINK IS THE REAL VALUE: _____

HOW OLD ARE THE SAILS: _____

HOW MUCH FOR A SET OF SAILS: _____

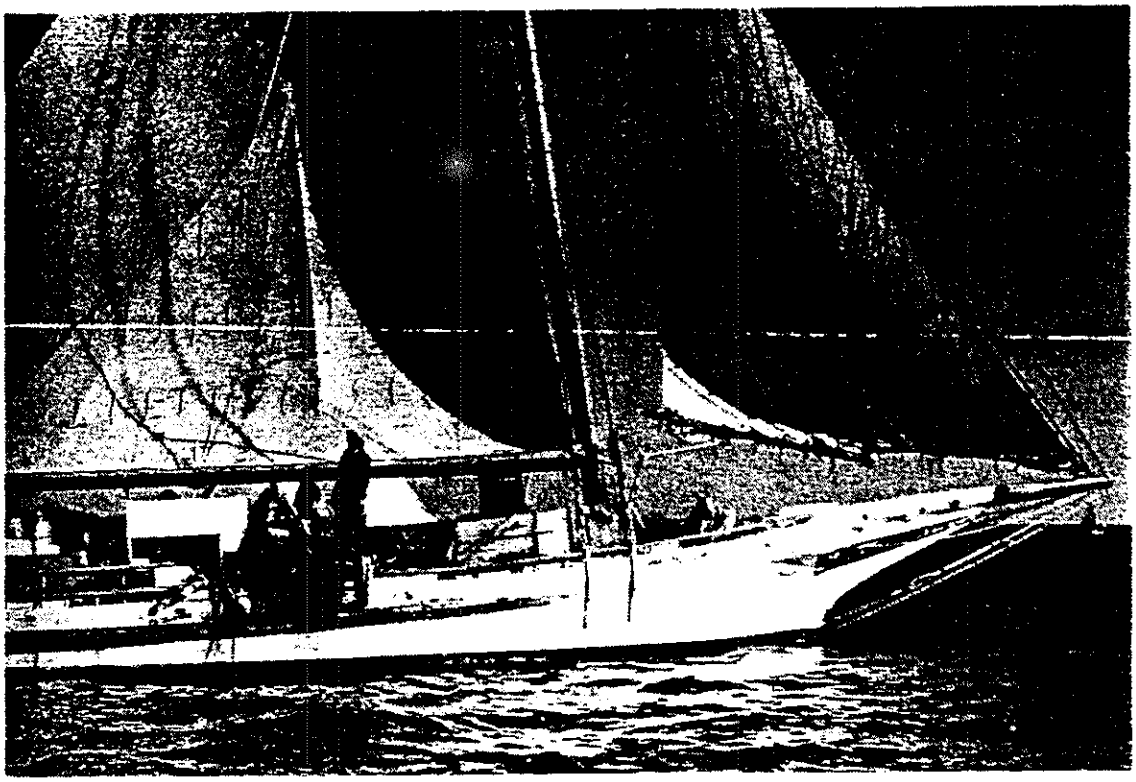
COST OF DREDGES: _____

DO YOU OVERNIGHT ON BOARD: _____

WHAT YOU DO IN THE SUMMER: _____

WHAT DID YOUR FATHER DO: _____

HOW MANY CREW: _____



VESSEL
Thomas Clyde
Built 1911
Oriole, Maryland

BASIC DIMENSIONS
Length of Hull - 54.5'
Beam - 18.2'

OWNER & CAPTAIN
Charles P. Abbott II
Wenona, Maryland

LOCATION
Deal Island, Maryland

Captain Abbott recently inherited this vessel from his father. She is unique in that she is the last of the larger skipjacks.

This vessel was extensively rebuilt in the mid 1960s but has recently deteriorated generally. There is rather extensive rot in the foredeck, rails, knightheads, headrails, and deck structures. The foreward bitt and the inboard portion of the bowsprit are rotten and the bowsprit is shifted aft and all is seriously weakened. The mast has been patched at the hounds and must be considered shaky.

VESSEL: THOMAS CLYDE

	0	1	2	3	4	5	6	7	8	9	10
KEEL									X		
STEM								X			
FRAMES/CHINE LOGS						X					
CLAMPS						X					
HULL PLANKING						X					
BOTTOM PLANKING											
DECK					X						
BEAMS					X						
RAILS				X							
MAST				X							
BOOM							X				
BOWSPRIT	X										
STANDING RIG				X							
RUN RIG						X					
SAILS					X						
PAINT WORK						X					
TRAILBOARDS							X				
LAYOUT BELOW				X							
YAWL BOAT & ENG.						X					
DAVITS					X						
WINDERS & ENGINE										X	
DREDGES									X		
STEERING GEAR								X			
DECK STRUCTURES				X							
CENTERBOARD								X			
CB WELL								X			
ELECTRICAL			X								
IRONWORK								X			
OTHER											

IS VESSEL PAID FOR: Yes, inherited from father

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 3 years, Father bought in 1966

AVERAGE MAINTENANCE COST PER YEAR: $7,000.00 to $10,000.00

WHAT YOU THINK IS THE REAL VALUE: $40,000.00 to $50,000.00

HOW OLD ARE THE SAILS: 12 years

HOW MUCH FOR A SET OF SAILS: $14,000.00 for American made

COST OF DREDGES: $750.00 to $850.00

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Soft crabs

WHAT DID YOUR FATHER DO: Waterman

HOW MANY CREW: Captain plus 6

VESSEL
Virginia W.
Built 1904
Guilford, Virginia

BASIC DIMENSIONS
Length of Hull - 49'
Beam - 13.5'

OWNER & CAPTAIN
Robert Marion Marshall
St. Michaels, Maryland

LOCATION
Knapp Narrows
Tilghman, Maryland

This vessel was extensively rebuilt during the early 1980s in a sound but plain manner. Captain Marshall has had her for five years. She is well maintained.

Much of the vessel's equipment was stored over the summer in a barn that burned down, considerably damaging the equipment, especially the dredge.

VESSEL: VIRGINIA W.

0	1	2	3	4	5	6	7	8	9	10
KEEL								X		
STEM								X		
FRAMES/CHINE LOGS							X			
CLAMPS							X			
HULL PLANKING								X		
BOTTOM PLANKING								X		
DECK							X			
BEAMS								X		
RAILS								X		
MAST					X					
BOOM							X			
BOWSPRIT								X		
STANDING RIG							X			
RUN RIG						X				
SAILS	X									
PAINT WORK					X					
TRAILBOARDS NA										
LAYOUT BELOW					X					
YAWL BOAT & ENG.						X				
DAVITS								X		
WINDERS & ENGINE							X			
DREDGES				X						
STEERING GEAR							X			
DECK STRUCTURES							X			
CENTERBOARD							X			
CB WELL							X			
ELECTRICAL					X					
IRONWORK							X			
OTHER										

IS VESSEL PAID FOR: Yes

INTEND TO WORK THIS YEAR: Yes

INTEND TO GO TO CHESAPEAKE APPRECIATION DAY: Yes

HOW LONG IN POSSESSION: 1983

AVERAGE MAINTENANCE COST PER YEAR: $5,000.00+ captain's times

WHAT YOU THINK IS THE REAL VALUE: $25,000.00

HOW OLD ARE THE SAILS: 1983

HOW MUCH FOR A SET OF SAILS: $5,000.00

COST OF DREDGES: $1,000.00 a pair

DO YOU OVERNIGHT ON BOARD: Yes

WHAT YOU DO IN THE SUMMER: Charter fisherman

WHAT DID YOUR FATHER DO: Waterman and electrician

HOW MANY CREW: Captain+ 3

SECTION IV
SOLUTIONS

As discussed in "Section II--Problems," this study began with an awareness that "something" was "wrong," but no clear sense as to what that "something" was. The meetings of the subcommittee of the MHT's Board of Trustees and of the SRG served as "brainstorming sessions" during which individuals with recognized expertise in a cross-section of disciplines and interests could explore possible courses of action. The meeting with the dredge captains served as a learning session on the financial realities of dredging. What follows is a synthesis of the broad spectrum of possible means of assistance and "bridging" measures, each of which has its advantages and disadvantages. The two messages the MHT staff took away from the meeting with the dredge captains were that: 1) they believe the slump in oystering in the Bay is temporary and that the industry will revive, and 2) their debt level is so high they no longer can afford to continue dredging under current conditions. They listed liability insurance and long term maintenance on the boats as the two problems they most need assistance with until the expected ecological turnaround takes place.

INTERNAL ISSUES
REPAIR AND MAINTENANCE

The skipjack became popular during the declining harvests of the 1890s because it was cheap and easy to build. Inherent in that statement is the probability that most of the older (National Register listed) skipjacks have built-in design and construction faults that make them even more vulnerable than the average wooden boat. Wooden boats are an acknowledged continuing maintenance problem even under the best of circumstances. The dredge captains maintain that even a boat in good condition requires $8,000 - $10,000 maintenance per year if she is working; annual maintenance for a boat that never leaves the dock runs an

estimated $3,000 - $4,000 per year. Understandably, given the poor oyster harvests over the last decade, much of the annual maintenance on most of the fleet has been deferred for as long as possible. Estimates for bringing the vessels up to A-1 condition range from $15,000.00 to in excess of $80,000.00 each. There is a consensus that simply to keep the fleet afloat, all of the boats should be in A-1 condition and then some provision should be made to cover the costs of annual maintenance. The issue then becomes how to accomplish this goal.

State Subsidy (Grant): On the surface, having the Maryland General Assembly enact legislation establishing a skipjack preservation fund providing outright grants to the captains for the repair and maintenance of the vessels appears to be the "quick fix." There are, however, a number of obvious "real world" drawbacks to the idea that the State would, single-handedly, cover all of the costs. Such a proposal may not be politically attractive and might entail a substantial amount of red tape. This alternative may be made workable by a definite cap on the amount of money involved and/or the life of the program.

The matter is somewhat complicated by a division among the captains themselves. Several, who recently have put in as much as $80,000 to maintain/preserve their boats and have been doing so all along, question the equity of this seeming "free ride" for the others.

State Subsidy (Loans): The Maryland General Assembly could establish a revolving loan fund such as that already operated by the Maryland Historical Trust. The fund, at least initially, would have to be replenished on an annual basis and would offer below market or no interest loans. Passage of such a program by the General Assembly may be feasible. The primary drawback is that most of the dredge captains have made it very clear they cannot handle any additional debt -- even at no interest. Many of them have refinanced their homes and anything else they can in order to keep their boats going. There is little point in establishing a program that no one will use. On the other hand,

a minority have expressed both an interest in and a willingness to accept no interest and/or low interest loans. This approach may be more attractive to them when/if the oyster harvests begin to improve.

Some State officials have suggested exploring the possibility of a special maintenance loan program with deferred payments. Under such a proposal, money could be borrowed in June-July in order to carry out needed work, but repayment would not be required until the following winter once the harvest was taken. It also has been suggested that levels of future funds, repayment, or forgiveness could be pegged to the number of bushels taken.

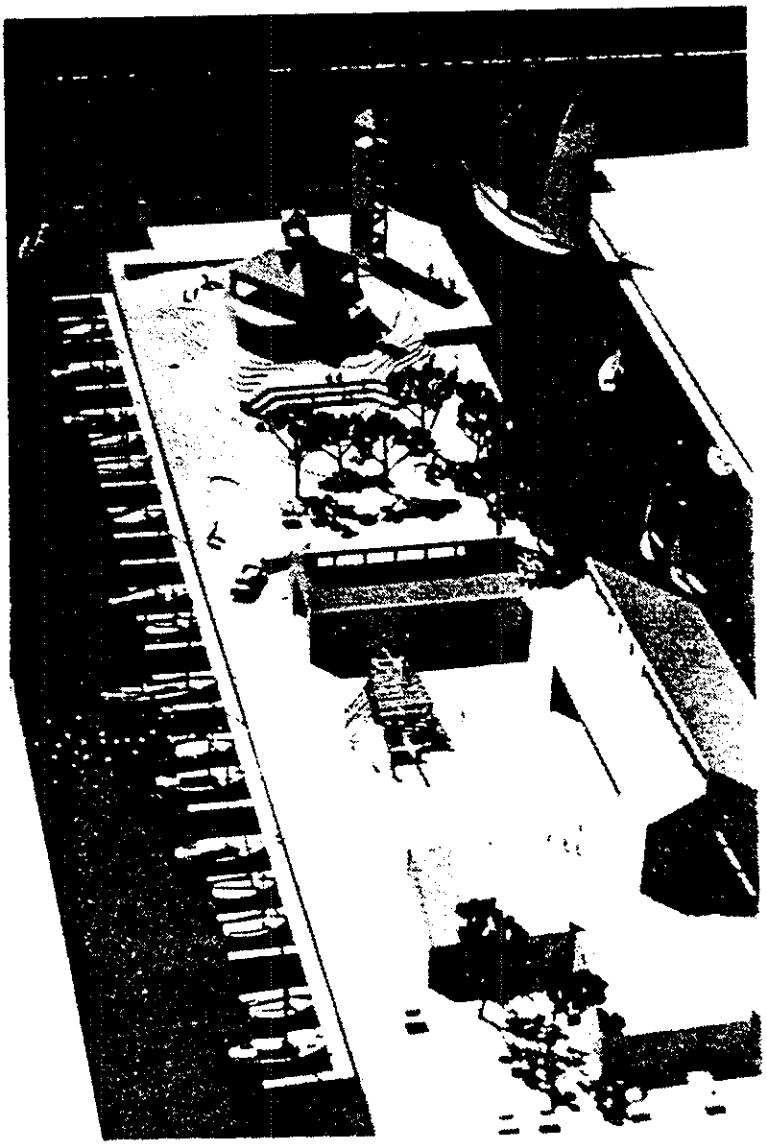
It would be possible to create a loan program with substantial forgiveness provisions. There are both state and federal precedents for such an approach.

Non-accruing balloon loans could be made to individual captains/owners at the MHT's standard interest rate, set by the State Board of Public Works. Such loans have a maximum term of 20 years. An additional provision could be made for the meeting of specified conditions/terms over the life of the loan, causing "X%" of both the principal and interest to be forgiven. An alternate approach might be to leave the "event" at the end of the loan open to one of several options, such as the state taking over ownership of the vessel or the principal and interest of the loan being forgiven.

Some of the concerns expressed by several captains about the fairness of equal, universal assistance could be addressed here--the percentage or level of forgiveness could be pegged to documentable and verifiable expenditures for repairs made by a captain/owner in the ten years immediately prior to his loan application. If a captain met the majority of the specified criteria--which could include continued active dredging, participation in Chesapeake Appreciation Days, Chesapeake Bay Foundation educational activities, Department of Natural Resources seeding programs, or other highly visible public benefit activities; and evidence of a good, multi-year personal

effort to maintain his vessel--up to 100% of his loan's principal and interest could be forgiven over the life of the loan. Immediate, sliding payment requirements for both principal and interest could be imposed on those who ceased to meet the criteria/terms.

Use of Proposed Maryland Maritime Institute: This facility, under the direction of G. Dennis O'Brien, Lady Maryland founder, was recently proposed in Baltimore for the purpose of training young people as shipwrights. The shipyard, to be located on a 1.8-acre site at the foot of Caroline Street halfway between Fells Point and the Inner Harbor, will be managed by Captain Guy Peter Boudreau, who has been responsible for the construction of



Model of proposed Maryland Maritime Institute. Source: The Lady Maryland Foundation/Baltimore Sun.

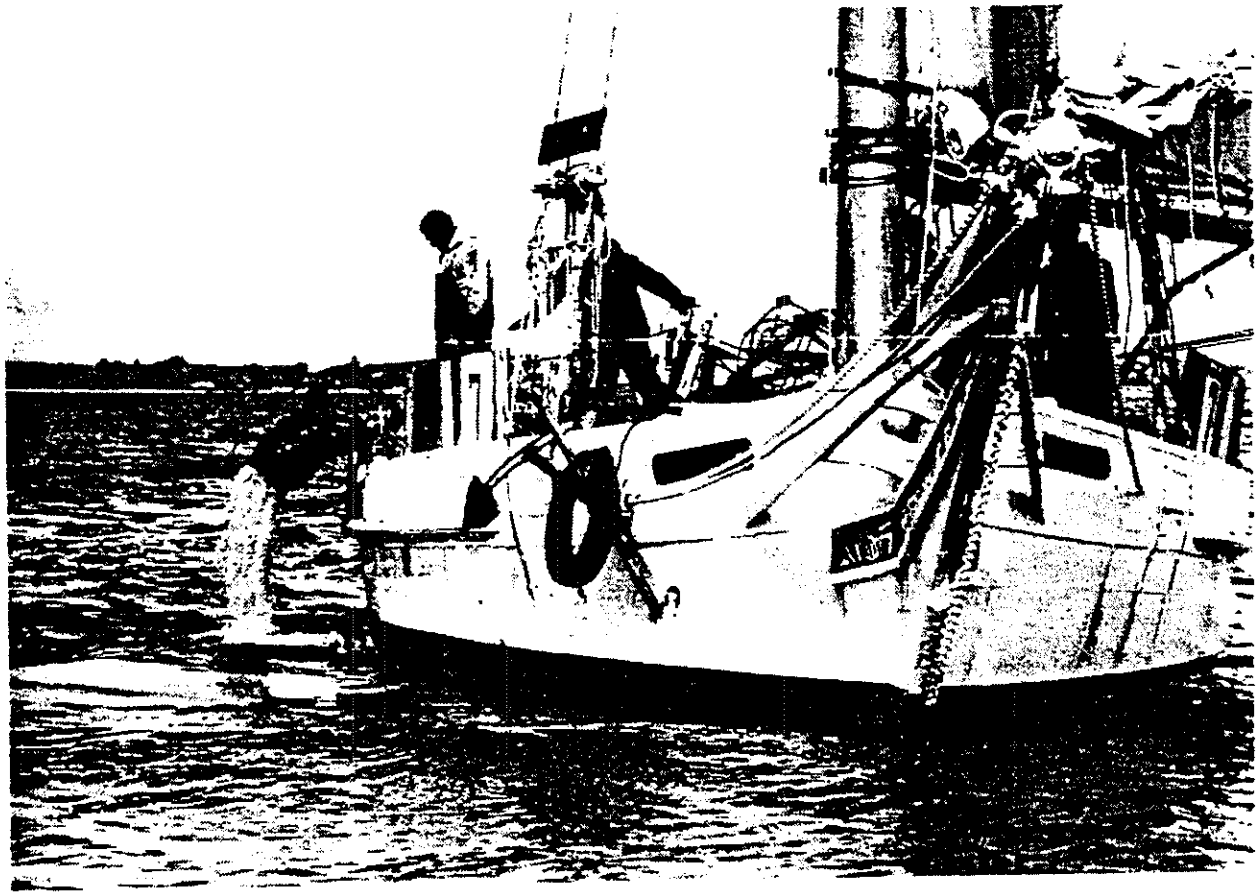
both Pride II and the Lady Maryland. The yard, which plans to be in full operation by the Spring of '89, is a joint project of the State of Maryland, Baltimore City, and the non-profit community and will specialize in the construction and restoration of historic vessels. The suggestion has been made that, from the State's standpoint, use of this facility both to bring the boats up to prime condition and for annual maintenance has a number of financial advantages. Work will be performed by teams consisting of one shipwright and four unpaid apprentices. An increase in the volume of work would require hiring an additional shipwright(s), but not additional labor. The program is currently planned to accommodate 30 apprentices, and yard officials believe it could handle 3-5 skipjacks, including the larger ones, at a time. The only probable additional cost to the State is the salary of any additional shipwrights required. Material costs could be covered in one of four ways: State payment, donation, captains/owners' expense, or a combination thereof. Even if the captain/owner had to cover the cost of materials, the cost of labor would be eliminated. This program deserves serious consideration because it has a number of attractive features. Reducing the State's contribution to actual maintenance of the vessels might well cause legislators to be more generous in the issue of insurance. The State's contribution would assist in the training program for apprentices, many of whom will be "at-risk" youths. Finally, the Academy facility's location gives it significant potential as a tourist attraction.

The obvious drawback to this approach is that it would necessitate the captains taking their boats to Baltimore, something they may not be willing to do. The issue of the quality of the work performed by apprentices also has been raised, although a number of people believe that Captain Boudreau's reputation for quality workmanship should overcome that concern.

Miscellaneous Suggestions: It may be possible that, on a limited basis, the difficulties of transporting a seriously

leaking boat to Baltimore could be overcome by using the Department of Natural Resources yard at Cambridge and bringing some of the Maryland Maritime Institute's shipwrights and apprentices to the vessel rather than the other way around.

The yards used by the Deal Island boats apparently do not permit the captains to do their own work on their boats while in the yard. The yards used by the Tilghman boats apparently do permit it. The issue then becomes whether it is advisable to have this practice continue. Many captains do some or most of their own maintenance, but only an estimated six to eight of them really are qualified. On the other hand, an example of improper work on a skipjack by a yard crew recently received substantial publicity. One solution may be to donate materials for use by qualified/certified captains who wanted to do their own work.



Skipjack E.C. Collier dredging oysters on the bay, 1983. M.C. Woolton, photographer.

Another idea is to develop a system of donated materials and/or State contracts providing direct subsidies to selected yards. Both suggestions need further exploration.

Creation of a Maintenance Trust Fund (Plan A): A fund could be created from public and private sources that would supplement the revenues earned by the captains/owners through their normal operations. Fund monies could be used for maintenance and preservation only. Award amounts would be based on: a) the dollar amount in the fund and b) participation by the captain/owner in heritage/cultural events such as Chesapeake Appreciation Days and on evidence, such as the documentation kept by the Department of Natural Resources, that the boat is actually working. The fund's principal would be invested in a secure, interest-bearing account to provide a dependable, ongoing source for the captains/owners. Revenues available from the fund would be limited to interest only, thereby keeping the corpus undistributed and ongoing. Private funding could be raised by an event similar to that recently held for the Pride II with a prominent individual serving as nominal chairman, or through use of a professional fund-raiser. Possible sources of public contributions to the fund could include: a) an add-on to boating license fees, b) an add-on tax (local) to slip rentals and boat fuel sales specially earmarked for skipjack preservation, or c) a special sales tax on boats and marine supplies.

A $100,000-$200,000 loan from the National Trust for Historic Preservation's Preservation Loan Fund program, used as seed money for the fund, also should be explored; the loan could be repaid from the interest generated by the trust fund. This approach would require an extra obligation on the interest funds available for distribution, but it has the potential to increase the principal immediately and substantially, which would generate that interest and ultimately make more available for the boats.

Obvious calculations suggest that in order to provide 18 boats with $10,000 each, a principal of $1.8 million would have to be invested at 10% interest in order to produce a yield of $180,000 per year.

Creation of a Maintenance Trust Fund (Plan B): The Chesapeake Appreciation Days, Inc.'s extant Skipjack Preservation Fund could be used as the vehicle for accepting both public and private donations. One of the heartening discoveries of this study is the depth and range of interest, enthusiasm, and support for skipjack preservation across the state. There appear to be a number of possibile funding sources:

Public: a one-time appropriation from the General Assembly used as seed money for the principal of such funds, and/or a National Trust for Historic Preservation Preservation Fund Loan;

Private: specially designated portions of the ticket proceeds of various events such as CA Days, an "Honorary Maryland Skipjack Captain Certificate" program for private donors, corporate donations, and a corporate sponsorship program such as that created for preservation and restoration of the cable cars in San Francisco. The San Francisco program utilized a public benefit non-profit corporation under contract to the City of San Francisco as a vehicle for private, state, and federal funds for the project. Control of the funds rested with the non-profit, which drew its carefully monitored operating expenses from the interest generated by the trust fund principal. Those involved with the cable car project attribute its success in large part to the very active and visible role played by the mayor as honorary chairperson and to the aid of highly visible local corporate leaders. These leaders, who actively participated in fund-raisers, also were required to make substantial leadership gifts to the project.

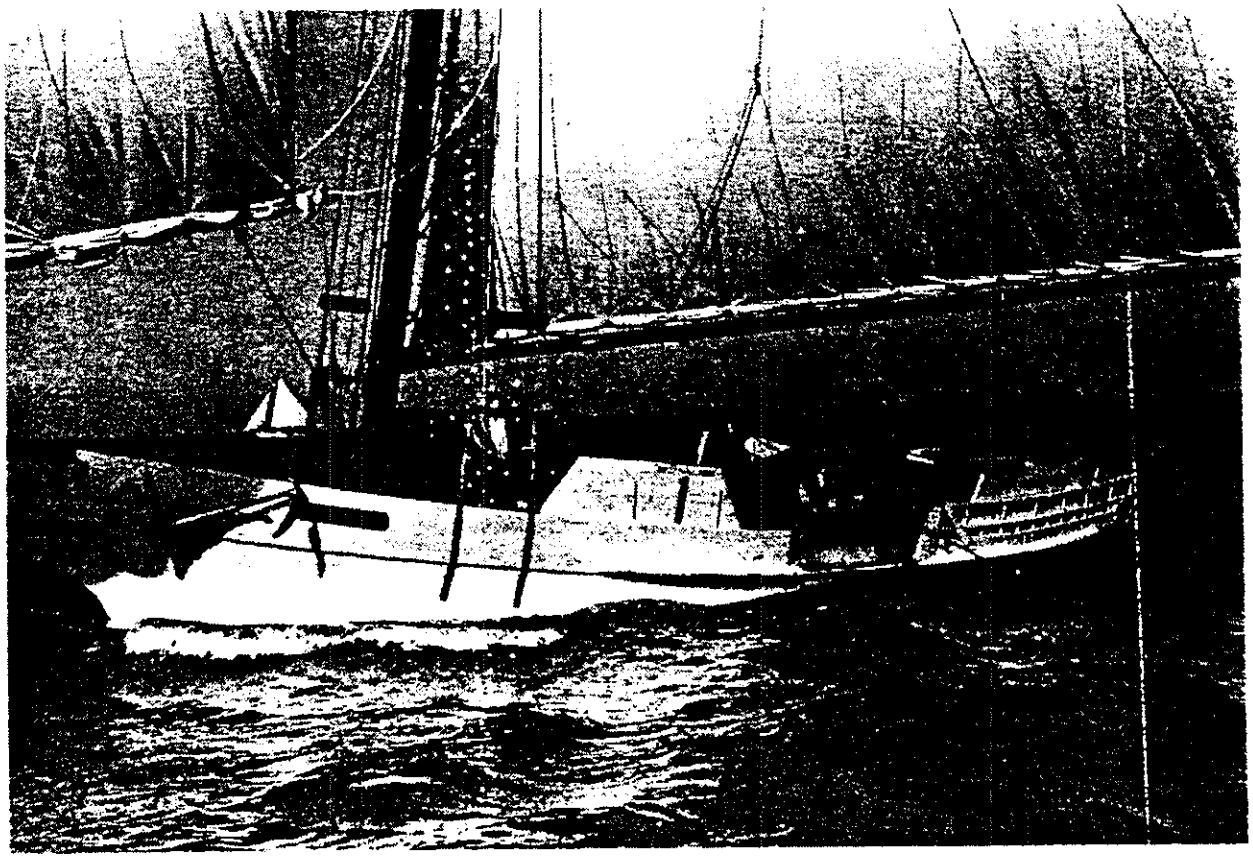
One of the questions raised in conjunction with both possibilities above is whether skipjack owners receiving such monies should be required to contribute a minimum prudent amount to the upkeep of their own boats as part of this program.

EXTERNAL ISSUES
INSURANCE

In recent years, dredge captains have found it virtually

impossible to obtain insurance. Most underwriters refuse to write policies and, in the few instances where insurance can be found, the rates are staggering. One captain cited his experience of finding only one firm, in Pennsylvania, willing to consider a policy, and that company required a $12,000 premium for $20,000 coverage on the hull and $100,000 for P&I (protection and indemnity). Commercial fishing has a particularly poor reputation with insurers, and that fact, combined with insurers' reluctance to provide coverage for any vessel 15 years or older, especially a wooden one, makes the situation difficult. Underwriters admit there are no good statistics to support the bias against older wooden boats, but they hold to their position nonetheless.

Interestingly enough, the consensus among the dredge



Skipjack Hilda M. Willing dredges oysters, 1983. M.C. Wooton, photographer.

captains is that it is liability, not hull insurance that concerns them most. Crews on commercial fishing vessels are covered by the "Jones Act," an extremely broad, Depression-era Federal workers' compensation law. This act allows an injured seaman not only to collect "maintenance and cure" but also to sue both his employer and the vessel itself. Large jury awards are not unusual. The captains feel strongly that they need greater coverage per man than the maximum $100,000.00 occasionally available; they believe they should be able to get up to $300,000.00 coverage, just as in the automobile insurance market.

The insurance issue may well be the "thorniest" aspect of the working skipjack preservation problem. It rapidly became evident to the SRG that: 1) there is no "quick fix" solution; 2) substantially more information is needed, particularly from the insurance industry; and 3) because of the "Jones Act," the state may not be able to provide a solution.

MHT staff are working with the staff of the Insurance Division of the Department of Licensing and Regulation and with marine insurance experts in Virginia and New England in an effort to identify ways to ease the insurance burden and to provide adequate coverage. To this end a jointly developed questionnaire has been sent to the dredge captains. In addition to the approaches detailed below, other possibilities are being examined, including having individual captains form Sub chapter "S" corporations, thereby limiting their potential losses in the event of a suit, and/or forming a group modeled on the one to which much of the Gloucester, Massachusetts, fishing fleet belongs.

Some alternatives for consideration follow:

Commercial Insurance

Group Plan: Affordable insurance for both hull and P&I may be available by combining the entire skipjack fleet into one program. This could provide a true "transfer of risk" to underwriters. The Baltimore firm of Alexander & Alexander

estimates the annual cost per vessel under a group plan at $5,000-$10,000, but adds that "if previous experience can be verified as excellent, a lower price may be obtainable."

P&I Clubs: This approach has the advantage of making it possible to buy P&I (protection & indemnity) insurance only, something dredge captains indicated they wanted. It has the disadvantage of being a "mutual club," where all members own the "company" and thus share in the profits or losses. An additional premium (a call) could be levied at the end of the policy period if the entire group suffered unexpected losses. No cost estimate has been worked out yet for this approach. There do not appear to be any P&I Clubs in the United States, but one recently was established in the London Market for fishing vessels there.

State Policy: The State of Maryland currently has a P&I only policy for its own boats. It may be possible to include the skipjack fleet under this policy. The ramifications of inclusion, such as how much coverage and payment of annual costs, still must be explored. Such an exploration requires permission from the State of Maryland Treasurer's Office.

Legislation

One of the difficulties in developing a more flexible insurance program for the skipjacks is that marine insurance, unlike automobile insurance, is largely federally regulated.

Limiting Liability: It may be that, since the skipjacks work in Maryland waters, the state could enact legislation limiting a captain/owner's liability; on the other hand, because of the abovementioned Jones Act, such action may require Congressional approval.

Special Fund: The creation of a special fund or pool mandated by the State, such as the uninsured motorists fund, is also a possibility. The problem with this approach is that someone, in this case probably the State, would have to fund the losses and the premiums probably would be high. Creation of captive or non-commercial coverage such as this could be difficult to sell to legislators.

Subsidy: If an underwriter were found, the State could join with the dredge captains in paying the premiums.

EXTERNAL ISSUES
THE OYSTER HARVEST

The declining oyster harvests and the ecological conditions of the Bay present major challenges. Some of these, such as salinity levels, are long-term macro issues and therefore well beyond the scope and time available to the SRG.

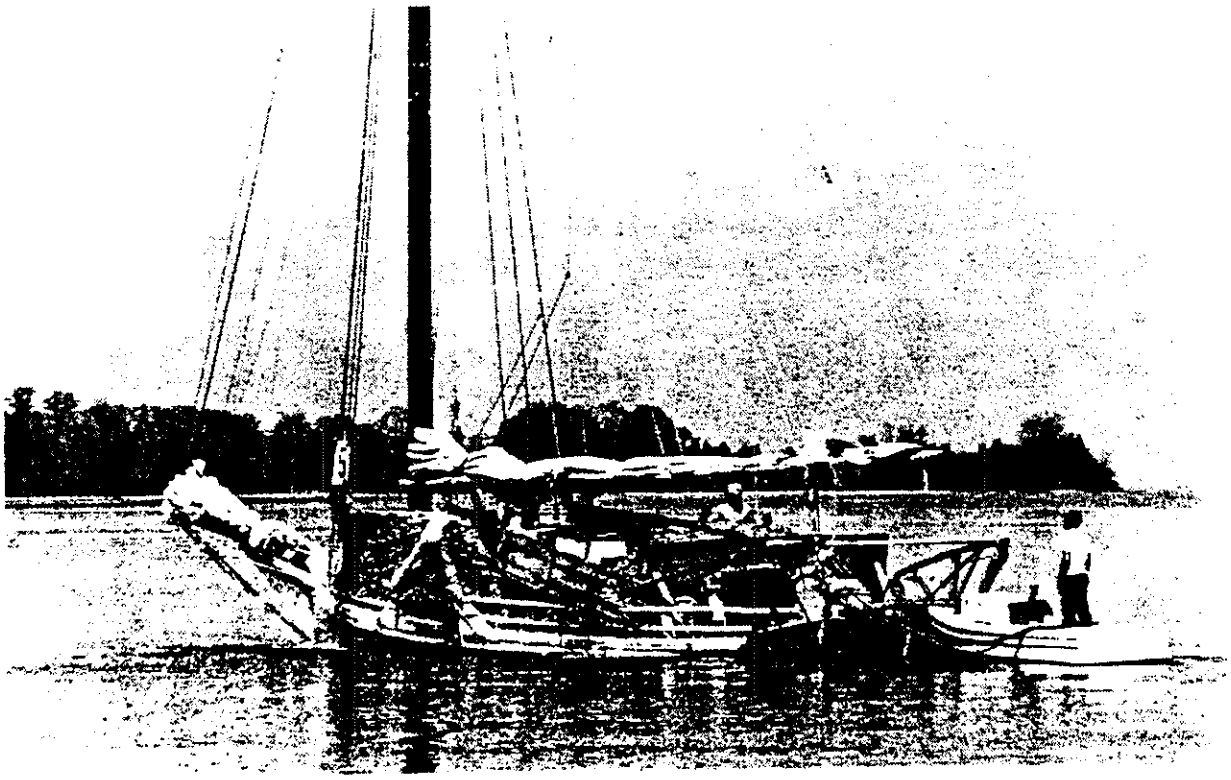
With the vigorous support of Governor Schaefer, efforts to find solutions to or, at least, to ease these much larger, ecological issues are being pursued through: 1) the reports of the Oyster White Paper Committee, whose members include legislators, watermen, scientists, and representatives of the State's Department of Natural Resources (DNR); 2) execution in December 1987 of the Bay Agreement between the states of Maryland, Virginia, and Pennsylvania and the District of Columbia; and 3) DNR's $1 million initiative to treat the oyster resource and the impact of oyster disease through development of fresh shell oyster reproduction, restoration of oyster beds through the fossil shell program, oyster reproduction/disease research, and oyster seed production/acquisition.

At the meeting in Tilghman, the dredge captains voiced several issues. MHT staff has brought the following comments to the attention of the relevant agencies at DNR.

Coordinating the Seasons: One of the dredge captains' major concerns is that the oyster season for divers, hand tongers, and patent tongers begins on September 15th of each year, while the season for dredge boats does not begin until November 1st. There was strong feeling that, while the hand tongers' longer season could remain, the dredge season and those of the other two groups should be the same. It should be pointed out that, as a conservation measure, DNR officials subsequently have pushed the start date for the 1988 season back from September 15th to October 1st.

Permission to Drag: Several captains felt that the ability to drag during the month of January not only would help their incomes but, perhaps more importantly, would enable them to hang onto and occupy the crews during the mid-season hiatus.

Location of Beds: Some concern has been expressed that the areas where the Department of Natural Resources is working to create and rejuvenate beds is at the northern end of the Bay, while the vessels are berthed primarily at Deal and Tilghman islands at the southern end. Some captains maintain that the present condition of their vessels, in particular the lack of crew accommodations, precludes their working the distant upper Bay beds. DNR officials are quick to point out that they are concentrating their efforts on the upper Bay because the disease levels are so high in the lower Bay that rejuvenative efforts there cannot be justified.



Skipjack Sigsbee loaded with seed oysters for planting in the Patuxent River, 1983, by Paula Johnson. Photo courtesy of the Calvert Marine Museum, Solomons, Maryland.

EXTERNAL ISSUES
LAND USE ZONING SUPPORTING DEVELOPMENT INCOMPATIBLE WITH MARITIME-RELATED BUSINESSES

In recent years in many communities across the United States, traditional maritime businesses--commercial fishing and wholesale and retail operations, boat building and repair, ship chandlers, marinas, sail makers, and other businesses--have been forced to relocate because of market pressures induced, in part, by zoning that supported larger income-generating land uses.[1] This trend has already been seen in Maryland in traditional maritime communities such as Oxford and St. Michaels and may soon affect Tilghman Island and Deal Island. In these areas and others, redevelopment is accelerating, involving higher economic uses such as up-scale housing and office complexes. These developments are designed to take advantage of community maritime assets and the quality of life associated with waterfront areas. Changing economic use on the waterfront already has closed many oyster-packing houses in Maryland; a recent Baltimore Sun article reported that only two dozen of these are still in production.[2]

Responding to this development, many communities have implemented maritime overlay zoning to balance competing community and development interests. Local governments in Miami, Marin County, Sausalito, Seattle, Boston, and Portland, Maine, have enacted ordinances establishing "blue belt" maritime zones that support traditional fishing and maritime-related business, while redirecting continued growth to nearby areas. These ordinances all view the waterfront as a community resource and champion the view that other values--over and above maximum economic return--should be considered for the benefit of the community as a whole. These values include continuation of traditional fishing jobs as well as support jobs (such as oyster-packing plants in Maryland), retention of marine enterprises as tourist attractions, and preservation of each community's individuality.[3]

Implementation of Maritime Zoning: The Maryland Historical

Trust recommends that jurisdictions such as Somerset County (which exercises zoning authority for Deal Island) and Talbot County (which exercises zoning authority for Tilghman Island) consider the advantages of enacting maritime zoning ordinances to create the conditions necessary for the continued existence of the Skipjack Fleet and the businesses that support its work. Such ordinances should include a strong intent section, a detailed listing of allowed uses, a section on conditional "special permit" uses that are subject to review, a section on prohibited uses, lot and building size, and signage.

Particularly noteworthy examples of maritime zoning ordinances exist for Annapolis, Maryland; Plymouth, Massachusetts; Norwalk, Connecticut; Douglas County, Oregon; and San Francisco, California.[4]

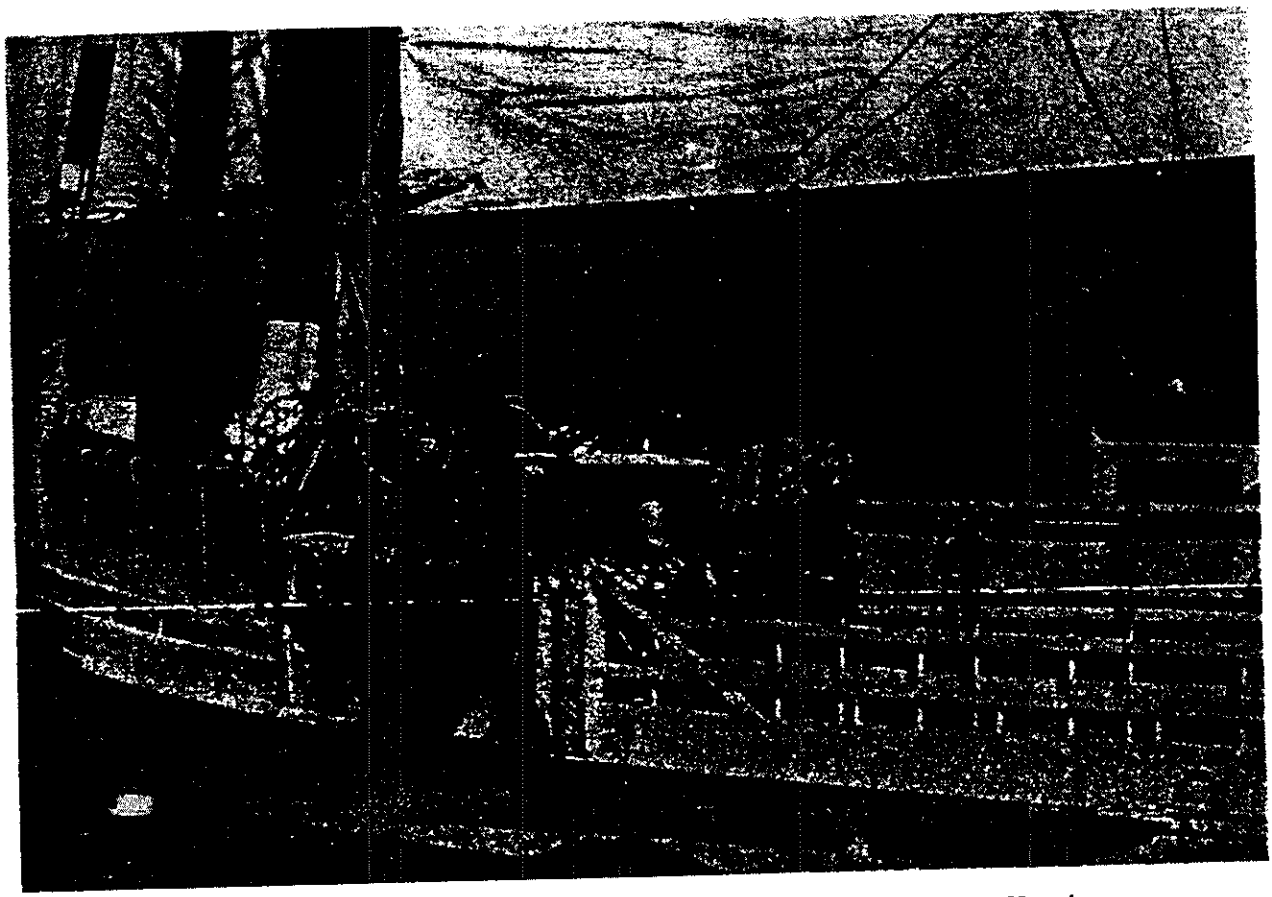
Modifications to Local and State Tax Assessment of Maritime Interests to Base on Present Use, Not Development Potential: In Miami, Florida, a 1984 consortium of marine businesses formed the Miami River Revival Committee and Marine Council and recommended a series of actions to revitalize that city's waterfront. Built around establishment of a marine "blue belt" zone--similar to an agricultural "green belt" zone--that coalition recommended, perhaps most importantly, tax relief for marine businesses, including fishing fleets, boat repair yards, and freighter-loading operations. The basis for the relief would be assessment at current use rather than fair market potential.

The State should further examine this issue and consider whether such changes in the Tax Code are desirable. If enacted, Talbot County and Somerset County also should consider the value of similar local taxing changes.

Examine Use of "Transfer of Development Rights" (TDR) Plan to Encourage Retention of Maritime Interests: An alternative approach to those described above would involve local government passage of an ordinance allowing the transfer of unused development rights to nearby parcels. This practice would preserve certain types of community assets, while encouraging development in adjacent areas. Many communities nationally have

used this planning tool to achieve conservation of open space and agricultural land. A few cities, such as San Francisco, Denver, Chicago, and New York, have used the TDR concept to preserve historic buildings.

In Maryland, a May 1988 report entitled "A Study of the Use of 'Transfer of Development Rights' as a Preservation Planning Tool in Baltimore County, Maryland" provided a detailed framework for passage of county legislation that would implement a historic preservation TDR program. The report also made recommendations about the funding of such a program and the composition of a TDR advisory board. This study, co-sponsored by Baltimore County, Maryland and the Maryland Historical Trust, was produced by Ruth Mascari and the Towson Development Corporation.[5] This study could be used as the basis for implementation of a TDR zoning program by Talbot County and/or Somerset County.

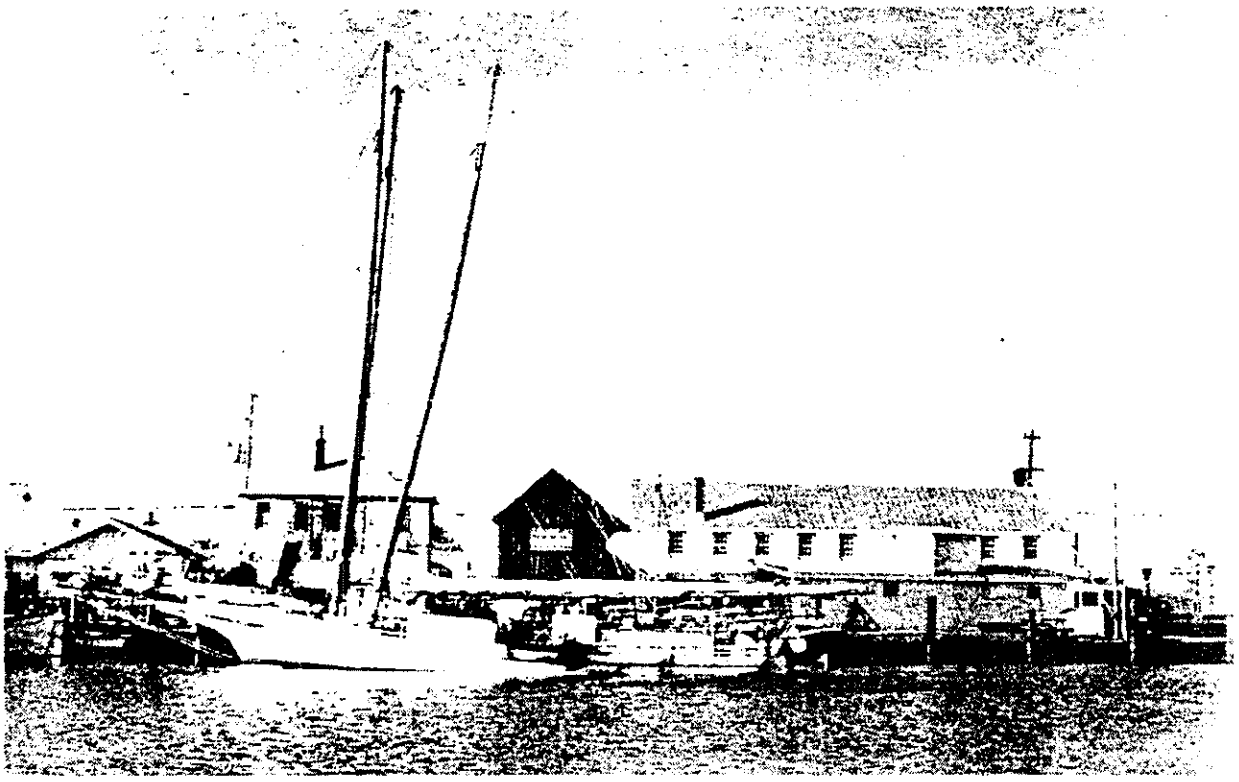


Dredge gear on the Skipjack Minnie V., 1983. M.C. Wooton, photographer.

TREATMENT GOALS

The consensus appears to be that non-traditional skipjack uses are important to the public's understanding and awareness of the Bay and, therefore, vessels engaging in those activities should be equally eligible for any assistance available to the commercial fleet.

Museums: Several of the Bay's maritime museums own skipjacks and use them as important elements of their educational programs, not just static displays. The museums themselves admit they have potential sources of vessel maintenance dollars not available to most of the working boats. There appears to be agreement that, since the main thrust of the skipjack preservation project is to help the active working fleet hang on, museum-owned vessels should be included in the program but at a reduced level of assistance.



Skipjacks docked behind the Calvert Marine Museum's oyster house exhibit, 1985, by Paula Johnson. Photo courtesy of the Calvert Marime Museum, Solomons, Maryland.

Educational Institutions: Organizations such as the Echo Hill Outdoor School already own and use skipjacks as educational tools and major components of their programs. Others, most notably the Chesapeake Bay Foundation, enter contract agreements with the dredge captains in the off-season. These programs, which utilize the vessels as historical and ecological teaching tools, include seminars for children and adults while on board and under sail.

Passenger Hire: Several of the commercial vessels and those owned by museums and educational institutions accept passengers. At least one operator reports no difficulty in keeping a steady stream of "greenhorns" busy trying their hands at dredging during the season on sail days or just out for the experience of sailing on a skipjack in the off-season. This may offer one avenue for increasing even a commercial boat's take on sail days (e.g., fee charged to passengers). The number of passengers such "dude boats" can carry is regulated by the U.S. Coast Guard (USCG) and is a function of its freeboard (when the weight of the number of passengers to be carried is put on the rail of one side so that the vessel heels, either no more than 50% of the topside can be immersed or the heel must be less than 14^{o}, whichever is less). The freeboard issue also is important because it directly affects where a passenger-for-hire vessel can sail legally. In order for vessels to carry more than six paying passengers, the captain must be licensed by the USCG and the vessel itself inspected by them. This inspection is free. This possible alternative use as passenger carriers and the resultant inspection/license requirement potentially have important implications for any reconditioning/maintenance program. Consideration should be given to upgrading to a point that will enable the skipjacks to pass USCG inspections so that until the oyster harvests improve, or in the event they do not improve, the vessels will be ready for this alternate income-producing use.

FOOTNOTES

1. Ann Breen and Dick Rigby, "SOS for the Working Waterfront," Journal of the American Planning Association, June 1985, pp. 6-11.

2. Peter Jensen "Oyster Harvest Expected to be Small Despite Decline of Parasite," Baltimore Sun, September 19, 1988.

3. Breen and Rigby, p. 11.

4. Copies of these ordinances are on file with the Office of Management and Planning at the Maryland Historical Trust. Duplicates are also available at the Trust's Library, located at 21 State Circle, John Shaw House, Annapolis, Maryland 21401.

5. Copies of this 101-page report are available through the Baltimore County Office of Planning and Zoning (County Courts Building, 401 Bosley Avenue, Towson, Maryland 21204) or the Maryland Historical Trust (21 State Circle, John Shaw House, Annapolis, Maryland 21401, ATTN: Mark R. Edwards).

Raising the sails on the Skipjack Dee of St. Mary's, 1982, by Carl Fleischhauer. Photo courtesy of the Calvert Marine Museum, Solomons, Maryland.